

CYCLE NEWS

WEST

Volume X Number 31 August 14, 1973 **50¢**

AMA Executive Director Dismissed *Page 9*

Nationals:

**Gerald wins
Santa Fe**

**Lawwill tops
Peoria**

TEST:

Suzuki TM-250

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**Last MX
at
Deadman's Point**

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**How is a BSA
like a
lobster?**

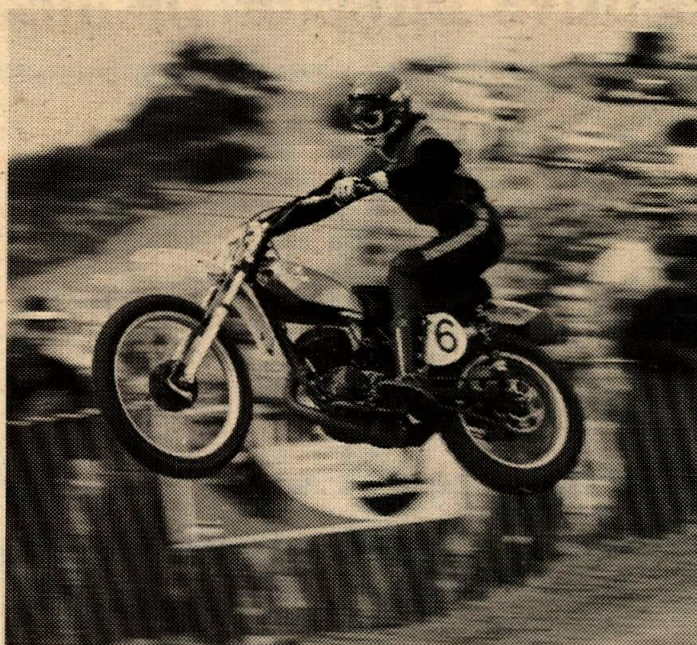
Page 14



JUST FOUR MONTHS AGO HONDA INTRODUCED THE NEW EL SINORE MOTOCROSSER.

And the winning started. From California to Florida, the list of winners is growing fast. They're not all pro's either. Not all

Honda Team members. There's a goodly sprinkling of non-professionals, too. How about you? Ready to start winning?



Phil Taylor, 1st
Motocross Dunlap
Dunlap, California

Mike McDaniels, 1st
Al Hamby Motocross
Lake City, Idaho

Phil Taylor, 1st
Motocross Lake Madera
Lake Madera, California

Rick Worth, 1st
Motocross
Coalinga, California

Rick Worth, 1st
Motocross
Coalinga, California

Dan Reeser, 1st
Inter-am Qualification
Santa Maria, California

Steve Appleton, 1st
Elkton Motocross
Elkton, Kentucky

Michael Preston, 1st
Motocross
Sierra Mesa, California

Tim Lundy, 1st
Saddleback
Orange, California

James Harris, 1st
Indian Dunes
Valencia, California

Steven Miller, 1st
Indian Dunes Grand Prix
Valencia, California

Neil MacDannald, 1st
Rough Scrambles
La Grange, California

Neil MacDannald, 1st
Rough Scrambles
La Grange, California

Neil MacDannald, 1st
Rough Scrambles
Oakdale, California

Neil MacDannald, 1st
Rough Scrambles
Hayward, California

David Ellett, 1st
Slow Spokes
Helvetia, Oregon

Albert Brookover, 1st
Motocross
Austinburg, Ohio

Dennis Aigner, 1st
Motocross
Terre Haute, Indiana

Robert Whittington, 1st
Tri-State Championship
Norwood, Louisiana

Joel Nicholson, 1st
Orlando Motocross
Orlando, Florida

Rick Obrien, 1st
Motocross
East Alton, Illinois

Rick Obrien, 1st
Motocross
Bluffs, Illinois

Rick Obrien, 1st
Motocross
Sparland, Illinois

Richard Erwin, 1st
Handlebar Flats Motocross
Odessa, Texas

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Albert Lee Brookover, 1st
Motocross
New Philadelphia, Ohio

Albert Lee Brookover, 1st
Motocross
New Philadelphia, Ohio

Robert Goodwin, 1st
Motocross
Shelton, Washington

Robert Goodwin, 1st
Motocross
Shelton, Washington

Robert Goodwin, 1st
Motocross
Shelton, Washington

Robert Goodwin, 1st
Motocross
Shelton, Washington

Robert Goodwin, 1st
Motocross
Shelton, Washington

Robert Goodwin, 1st
Motocross
Shelton, Washington

Garnet C. Crim, 1st
Black River Motocross
Black River, New York

Tim Murphy, 1st
Motocross
Cedarville, Ohio

Jimmy Madole, 1st
Motocross
Springhill, Louisiana

Mark Christensen, 1st
Motocross
Salinas, California

Randy Cox, 1st
Shur Foot
Riverdale, Missouri

Ernie Robison, 1st
Slow Spokes M/C
Helvetia, Oregon

Phil Taylor, 1st
Motocross
Valencia, California

Phil Taylor, 1st
Motocross
Valencia, California

William Phillips, 1st
Potomac Motocross
Bedds Creek, Maryland

Tim Lunde, 1st
Indian Dunes
Valencia, California

Tim Lunde, 1st
Irwindale
Irwindale, California

Tim Lunde, 1st
Irwindale
Irwindale, California

Jerry Atkinson, 1st
Motocross
Salina, Kansas

Robert L. Ford, 1st
Motocross
Otto, Missouri

Joel Nicholson, 1st
Motocross
Ft. Pierce, Florida

Steve Appleton, 1st
Motocross
Ft. Campbell, Kentucky

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Peter Wiese, 1st
Motocross
Mineral Springs, Virginia

Denny Aigner, 1st
Motocross
St. Joe, Indiana

Randy Cox, 1st
Shur Foot
Riverdale, Missouri

Mark Kempton, 1st
Motocross (SRAC)
Colorado Springs, Colorado

Fred Mullenbruch, 1st
Motocross
Byron, Illinois

Rick Obrien, 1st
Motocross
Bluffs, Illinois

Rick Obrien, 1st
Motocross
Colona, Illinois

Doug Benson, 1st
Motocross
Corning, California

Doug Benson, 1st
Motocross
Corning, California

Don Boeckel, 1st
Jamestown Motocross
Jamestown, North Dakota

Rick Obrien, 1st
Motocross
Byron, Illinois

Russ Roberts, 1st
Startup Motocross
Seattle, Washington

Chuck Lopeman, 1st
Motocross
Oasis, California

Alan Ratzburg, 1st
Placerville Motocross
Placerville, California

Dave Kolbe, 1st
Motocross
Baymare, California

Rick Graszl, 1st
Motocross
Ravenna, Ohio

Rick Graszl, 1st
Mid Ohio Moto Park
Lexington, Ohio

Brian Manly, 1st
Motocross
Sacramento, California

Dennis Aigner, 1st
Motocross
Lynnville, Indiana

Jim Collins, 1st
Motocross
Mt. Vernon, Illinois

Robt. Gaistushlger, 1st
Motocross
Ashtabula, Ohio

Peter Wiese, 1st
Motocross
Budd's Creek, Maryland

Richard Heim, 1st
Westhampton Motocross
Westhampton Beach, New York

Don Boeckel, 1st
Donny Brook Motocross
Donny Brook, North Dakota

Frank Hacknauer, 1st
Wayne County M/C, Inc.
Victor, New York

James Sistare, 1st
Motocross
Jacksonville, Florida

Leroy Travis, 1st
Motocross
Alpena, Michigan

Neil MacDannald, 1st
Placerville Motocross
Placerville, California

Rick Obrien, 1st
Motocross
Canton, Illinois

Dave Kolbe, 1st
Motocross
Baymare, California

John Caper, 1st
Motocross
Valencia, California

Albert Brookover, 1st
Motocross
Wooster, Ohio

Gary Ham, 1st
Mayer Motocross
Mayer, Arizona

Mike Treadway, 1st
Motocross
Coolville, Ohio

Neil MacDannald, 1st
Placerville Motocross
Placerville, California

Neil MacDannald, 1st
Placerville Motocross
Placerville, California

Mark Kempton, 1st
Aztec Motocross
Colorado Springs, Colorado

Kevin Smith, 1st
Motocross
Erie, Pennsylvania

John Savitski, 1st
Motocross
Jermyn, Pennsylvania

John Savitski, 1st
Motocross
Stormstown, Pennsylvania

Rick Obrien, 1st
Motocross
Bethany, Illinois

Rick Obrien, 1st
Motocross
Peoria, Illinois

Drew Washburn, 1st
Motocross
Springville, Iowa

Jerry Laney, 1st
Placerville Night Motocross
Placerville, California

Dave Arnold, 1st
Motocross
Indian Dunes, California

Frank Hacknauer, 1st
J.M. Production, Inc.
Little Valley, New York

Edward T. Conners, 1st
South Bay Speedway
San Diego, California

Glen Marshall, 1st
Shur-foot Motocross
Imperial, Maryland

Jim Searing, 1st
Motocross
Kansas City, Missouri

Rick Obrien, 1st
Motocross
Canton, Illinois

Mike Treadway, 1st
Motocross
Coolville, Ohio

Chris Douthitt, 1st
Ohio International
Motocross Raceway
Ravenna, Ohio

John Terry, 1st
Motocross
Fulton, Kentucky

William Phillips, 1st
Amateur Motocross
Minerail, Virginia

James Peterson, 1st
Irwindale Night
Irwindale, California

Chuck Watkins, 1st
Inter-Trans AMA
Qualifying Event
Manning, Utah

Brian Manly, 1st
Motocross
Placerville, California

Brian Manly, 1st
Motocross
Helavetha, California

Phil Taylor, 1st
Motocross
Valencia, California

Phil Taylor, 1st
Motocross
Valencia, California

Chuck Lopeman, 1st
Motocross
Healdsburg, California

Chuck Lopeman, 1st
Motocross
Healdsburg, California

Dennis Aigner, 1st
Motocross
Evansville, Indiana

Kenny Simpson, 1st
Tri-State Shreveport
Shreveport, Louisiana

Rick Obrien, 1st
Motocross
Coal Valley, Illinois

Tim Murphy, 1st
Motocross
Fairborn, Ohio

Albert Lee Brookover, 1st
Motocross
Alliance, Ohio

Don Boeckel, 1st
Motocross
Bismarck, North Dakota

Brad Peck, 1st
Muskaters M/C Motocross
Addison, Michigan

Dave Kolbe, 1st
Motocross
Baymare, California

Mark Bertelli, 1st
Motocross
Cedar Rapids, Iowa

Bill Powell, 1st
Brookhaven Motocross
Brookhaven, Mississippi

John Aroyan, 1st
Friday Night Motocross
Valencia, California

Don Bongiorno, 1st
Saddleback Park Motocross
Irvine, California

Kenny Simpson, 1st
Tri-State Series
Winnfield, Louisiana

Lance Stanislaus, 1st
Motocross
Coffeyville, Kansas

Rick Graszl, 1st
AMA Motocross
Galion, Ohio

Woodrow Beckelheimer, 1st
Battlerun Motocross
Summersville, West Virginia

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

Ted Foltz, 1st
Motocross
Mt. Pleasant, Michigan

HONDA TEAM WINS

Gary Jones, 1st
All Pro Mx
Baymare, California

Gary Jones, 1st
Motocross
Nat. Mx
Hialeah, Florida

Gary Jones, 1st
Tex-Am
Odessa, Texas

Marty Tripes, 1st
Nat. Mx
Atlanta, Georgia

Gary Jones, 1st
Tex-Am
Dallas, Texas

Gary Jones, 1st
Nat. Mx
Adelphi, Ohio

Gary Jones, 1st
AMA-Mx
Dallas, Texas

Marty Tripes, 1st
Superbowl Mx
Los Angeles, California

Gary Jones, 1st
CMC-Mx
Carlsbad, California

NOT BAD FOR STARTERS.

HONDA

Always wear a helmet and eye protection. And check local laws. CR's are for off-road competition use only, and are sold "as is" without any warranty. For color brochure, write: American Honda Motor Co., Inc., Dept. AQ, Box 50, Gardena, Calif. 90247. © 1973 AHM.

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VOICES OF THE WEST

Tickets And Beer

I am writing to you, America's No. 1 Motorcycling newspaper, for two reasons. First, where do I send for tickets to the non-national one mile races to be held in late September in San Francisco at Golden Gate Fields?

DENNIS L. McCOMAS
Burbank, Calif.

Tickets for the Golden Gate mile on Sept. 23 are available by mail from Media Max, Inc., Box 41407, Sacramento 95841. General admission is \$5, box seats \$7 and kids under 12 get in for half price. Include 40 cents mailing fee. Ticketron outlets will have tickets on Sept. 3...Ed.

On Ulrich

I have just finished the last of John Ulrich's articles on the Sierra Club, and found them stimulating and thoughtful. Regardless of one's views on the Club, Ulrich provides much food for thought. At this point, I have two questions.

1.) Are the three letters following Ulrich's last article for real? They are so long-winded and narrow-minded that they must be put-ons. Talk about closed minds!

2.) The introduction to Ulrich's series promised to reveal "inconsistencies in those (Club) policies and expose a hypocritical flaw in Sierra Club logic that, if used properly, could effectively end Sierra Club credibility in the California Desert question". Where was this flaw, which I must have overlooked in my reading? If one was shown, it apparently didn't end the Club's credibility with Ulrich, for at the end he seems to give them the credibility and respect they apparently merit.

HAROLD ACKERMAN
Sacramento, Calif.

The flaw in Sierra Club logic was temporarily cancelled out by the pronouncements of the EPA, and then turned out to be not as big as expected. The EPA has been shown to be wrong, and the Sierra Club states that it represents not only its 80,000 tightly organized member in California, but also the silent majority and future generations. The Club says it speaks for "the greater good" of present and future generations. If the Club is really concerned with "the greater good", then consider this: what affects more people, the quality of the air they breathe in the LA basin, or the "destruction" of the desert? Why, air pollution, of course. Now, what do Sierra Clubbers drive out to the wilderness and desert areas in? Belchfire eight Detroit terrors, often with 4WD, air conditioning, and other accessories. How many Sierra Clubbers inhabit one of these monsters? According to a recent article in a Sierra Club publication, usually only one person. Now, if the Sierra Club was really interested in "the greater good" of the population, they would junk their fat cars and buy small cars, or better still, motorcycles, and form car (bike?) pools everywhere they went. Then their "greater good" claim would be justified. The Sierra Club does have an official policy recommending that members use small cars, but it is roundly ignored on the rank and file level. You see, Sierra Club regulations only apply to other people. But we're sure you'll understand...you know how it is when you're busy saving the world.

After the ORV hate mail started flooding in, Ulrich found it easier to believe nice, calm Sierra Clubbers than irrational, screaming ORV reps who defamed his character. He was "turned off" by ORV reactionaries, and his human reaction reflected in his conclusions...Ed.

Now's The Time

Having just returned from my monthly trail ride in Los Padres National Forest, I feel I should write to you in order that all might hear.

I've been riding there for about two years. In that time I've noticed that the trails are deteriorating much more rapidly than in the past. These trails are maintained by the U.S. Forest Service. They are maintained as long as the money holds out. People riding off the trails and especially between the switchbacks has caused serious erosion

problems. The U.S.F.S. has had to pack cement into some areas of heavy wear, and while it is expected that there be some wear, much of the latest damage is needless.

We were checked for spark arrestors yesterday and had an interesting talk with the ranger. The ranger said that they are really cracking down on people riding without approved spark arrestors. A plain silencer just won't get it anymore. Minimum fine is \$25 and everyone gets at least the minimum. He informed us that the whole area there (Snowy Trail, etc.) is being studied by "environmentalists" as to its closure.

When people see money being spent to maintain trails for us they could apply pressure enough to close the area.

So, please, ride on the trails, and ensure the keeping open of this super riding area.

DICK SCHROEDER
Los Angeles, Calif.

Vigilante Alert

My new Husqvarna has been stolen. On the 22nd of July at the Buzzard's Hare Scrambles, my Husqvarna 250 WR 6 speed, which I owned for a whole three weeks, was stolen at the finish area just a few minutes after I had finished my third race on this bike. Now I must pay \$1,000 for a year on something I only enjoyed for three weeks.

Needless to say, my vision of the desert racing scene has been shattered. Gone are the days of the friendly atmosphere and trust that everyone had of District 37 Desert races.

Now I must put out a plea to all my fellow bikers and Husqvarna shops everywhere to keep a watchful eye out for my bike, frame number MK-02223, engine number 2032-0281, in hopes that the lowly scum, who showed his lack of intelligence, will again appear with my bike and be discovered and apprehended to steal no more.

Of course, there is a bounty for return of my bike intact and the thief's body. Anyone having any information as to the whereabouts of my bike please call (213) 337-9569.

TERRY HARRIS
No. 377x Lwt. Div. I
Covina, Calif.

No Brake

I would like to point out that the picture of Dave Aldana on Page 7 in your July 31st issue with the caption of "With Scott out of the race, Aldana was never challenged" could not have been taken at the July 22nd TT due to the fact that he has a spool hub up front.

RICHARD BRASSFIELD

From U.S. Suzuki

It is with our deepest regret and sorrow we confirm that Mr. Geoff Perry was a fatality in a commercial airplane crash in Tahiti. Geoff was enroute to this country to participate in the championship road race at Laguna Seca as our Suzuki Team rider.

A true competitor in the road racing circuit, Geoff, at 22 years of age, flavored the sport with his dynamic skills, personality, and professionalism on and off the race track. Perry came into the limelight this past year on June 3rd when he won the Road Atlanta AMA 75-mile Road Race. This victory was Perry's first in the United States and put him with the elite of foreign competitors who have taken the checkered flag in AMA competition in the United States.

Geoff had just completed a six-year apprenticeship with Air New Zealand; studying Aircraft Engine Technology. Geoff lived in New Zealand, and was also a fierce competitor for Team Suzuki in the Southeast Asia racing circuits.

Suzuki is proud of our association with Geoff. He not only was an outstanding representative on the competitive track, but also was a fine person in every respect. We all extend our heartfelt sympathies to his family.

R. R. ORTH
Vice President
U.S. Suzuki Motor Corporation

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COVER: Nils-Arne Nilsson flying to a 125 International win near St. Louis, Missouri. Photo by Marcia Holley.

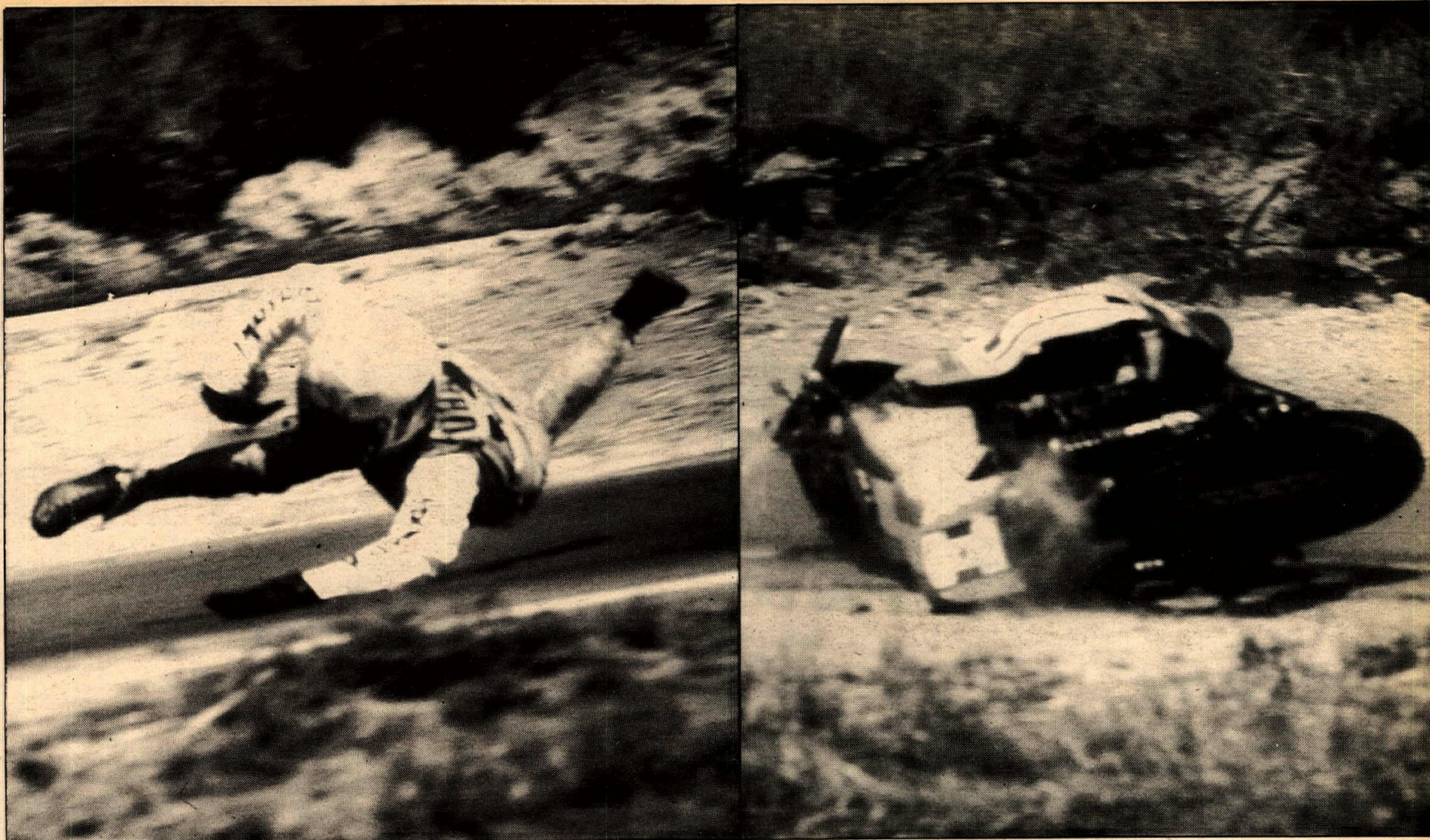
The leathers that go in the boots that go on the rider who goes and goes and goes.

Honda apparel available only
at Honda dealers. Go get 'em.

HONDALINETM

From the most experienced name in motorcycling. From Honda.





Here's why Yvon DuHamel didn't win the Laguna Seca National. Photo by Tom Culp.

THE LATEST POOP BY PAPA WEALEY

A dealer in England, by the name of Shell, paid 5000 pounds sterling (about 12,000 bucks) for the only dual overhead cam Triumph 750 triple in existence.

The AMA has selected riders for the Trophy des Nations Motocross to be held in Europe at the end of the year. In the 250 class will be: Marty Tripes, Gary Jones, Rich Thorwaldson, and Jimmy Weinert. On 500's will be: John DeSoto, Jim Pomeroy, Mike Hartwig, and Brad Lackey (pending Kawasaki's OK).

The production races were right neat, and it seems like the AMA may have hit upon a formula for Novice and Junior road races in future years. The 350 class would work for Novices and the Open for Juniors. It would do two things. First, it would make it cheaper to race. Second, it would change things from the present one brand domination that currently prevails. It would also make the racing more interesting.

About the most interesting thing that we've read recently relating to motorcycling is this month's copy of "The Lap Times", the AFM's National newsletter. It has all the juicy details of the new changes in AFM leadership and the in-fighting between chapters and factions. One of the neat things about the AFM, despite its moments of childishness, is that it is about the only remaining club that is truly democratic. At the moment they are having a good north-south battle over organizational philosophy, a battle that pits efficient race organization against downloose, goodtime racing. We have to compliment the outgoing editor for

supplying so much factual information about the heated going-ons within the club.

If you care to take in a free flick on motorcycles, go over to Harry Fosters, at 10425 S. Vermont, on August 9 at about 8:00 pm. He's showing a movie about the Mint 400.

PeeWee Gleason, the diminutive youngster from North Carolina, is a good pick for Grand National Champion, 1977. By then of course the stature of motorcycle racing will have increased substantially, and the Champ will be a hero of Kung Fu proportions. No doubt even the President (presuming the office will survive its current crisis) will see fit to honor America's best sickle racer. Anyway, it would just be neat to hear the Pres say proudly, "Congratulations, PeeWee."

EVERYONE WAS THERE: In addition to the expected representatives of the motorcycle press at Laguna Seca were the unexpected reporters from such publications as Time, Newsweek, Playboy, Penthouse, Viva and Oui. Perhaps the recent Supreme Court decision that obscenity is a local matter has moved the girlie mags to broaden (heh, heh) their appeal.

The factory Yamahas at Laguna Seca finally sported disc brakes. Hallelujah!

One picture we missed at Laguna Seca was the one of Reg Pridmore passing Bob Endicott on the inside of the corkscrew's downhill righthander in the production race. You can just imagine.

Although he claims to be retired, Bart Markel showed up at the Michigan state TT championship aboard a Honda Elsinore and took second behind Husky rider Jack Hendler.

At a race back east, riders were told that AMA insurance wouldn't allow long hair, because of some alleged increase in danger.

There was the case of Pete Lombardi who sent the AMA his application for a professional license with his entries for Laguna Seca. What he received a few weeks later in the mail was a "letter of acceptance." Naturally, he assumed that

he was ready to race and showed up at sign-in. Nope, says the boys from Westerville. No license, no ride. So Pete got a little upset. It took them about six hours to decide to let him ride. He missed a lot of practice. Doesn't seem like the right way to run a professional race to us.

Yvon DuHamel, when he crashed at Laguna, decided his bike was out of commission, walked over to the edge of the track, and pulled a cap out of his leathers. No one can figure out why Yvon was carrying a cap in his leathers, unless he wanted to wear one of his personald "YD" logo caps in victory circle — only six laps away.

Kawasaki and Triumph showed their new models recently, and, although we agreed not to say anything about them until their release dates, we can tell you what didn't show up. Kawasaki didn't release any new four-strokes. That means that their big four-stroke single, code named "Lobster", wasn't there. But if you carefully persue this issue, you should find something that indicates that it is well on its way. We expect to see it in the spring of 1974. We also expect their "Halibut" four-stroke twin of about 400cc to appear about that time. Triumph didn't release any Triumph-Norton combinations.

There is some possibility that Red Rock Canyon may be taken away from us again. The Sierra Club's entire strength is being brought to bear. Lots and lots of money is being spent to get us out of there. They will use legal pressure, lobbying, and newspaper editorials. They are confident of victory.

"Oui" magazine recently requested Evel Knievel to model for them. Evel replied as follows. "If you wish to feature any story covering myself in your magazine, I must respectfully request that I be featured on your cover, attired in full dress or a red, white, and blue jock strap." He also asked for \$10,000.

Entries for Bonneville have closed. Included among the streamliner entries are Murray and Manning (Tri), Don Vesco (Yam), and Bill Wirges (Kaw).

Agostini's World Championship in the 350 road racing class is his sixth straight in that class. Wonder what would happen if someone sent Cal Rayborn over there with a good 350.

Art Baumann decided that Yvon DuHamel had it too easy in the production races at Laguna Seca so he is having Yoshimura, who built the bikes for Yvon and Steve McLaughlin, build him one, also.

All owners of Yamaha TX-500's best rush right out and check to see if the nut on the end of the shaft that drives your centrifugal advance mechanism and points system (just forward of the right end of the crankshaft) is still tight. The one on our test bike (despite red Loc-tite) came loose. What fun! And no parts to be had. All the gory details in an upcoming test.

The August 9 EPA public hearing in L.A. will be held in Room 212 of the Convention Center from 9:30 to 12:00, 1:30 to 4:30, and 7:00 PM until necessary.

SHOWDOWN CITY! It'll be us vs. the nasty four-wheelers at Riverside, October 5-7. For a purse of \$50,000 guaranteed, with indications of swelling contingencies in the wind! The man behind this extravagant scheme is famous limousine leadfoot, Mickey Thompson. He has enlisted Rolf Tibblin to design a course that doesn't put the bikers at a disadvantage, using only very little of the road race circuit. It's the First Annual RV Spectacular, promoted by Thompson's new organization, SCORE International. The program begins with practice on Friday, Oct. 5, qualifying on Saturday and the big contest on Sunday. The pros (cars and bikes at the same time, mind you) will race over 7½ miles of MX/desert type terrain, 75% of which is said to be visible from the grandstands. There will also be bike-only and car-only Sportsman classes. For entry info write SCORE Int'l., 2601 E. Anaheim, Wilmington, Ca. 90744. Or call (213) 437-0466. Hurry, entries will get progressively more expensive as the date nears, and the number is limited. Get ready.



Bob Grossi took a rare 125 ride to second overall.

North Carolinian, Mickey Boone, was third on a Suzuki.



Nils-Arne Nilsson And Husky At Barely International Motocross

By Jim Gianatsis
Photos by Marcia Holley and Gianatsis

ST. CHARLES, MO., AUG. 5

As skydivers fell from the clouds, balloons rose up into them, and a rock band played background music, Husqvarna's Nils-Arne Nilsson of Sweden won the first United States 125 Grand Prix with a first and then a fourth place in the two forty-five minute motos. Bob Grossi of Santa Cruz, California, placed second overall with another 125 Husky behind his Swedish Teammate in what was probably Bob's first 125 professional race in years. North Carolina's Mickey Boone charged around the extremely dusty 1.5 mile course to take third overall, ahead of a large showing of West Coast riders with a Suzuki sponsored by Suzuki of Winston-Salem.

In the three twenty minute 250 Support motos, Bryan Holcomb, amid some heavy racing with a number of top pro riders in that class, took first overall on his factory Bultaco ahead of Maico's Bob Harris and Bryar's teammate Doug Grant on another Bultaco.

125 International

125 class racing is definitely neat, but give it World Championship status, have all those hotshoe kids from both the East and West coast get together to contest it, and then throw in a few Europeans to make it really interesting, and you've got some of the wildest racing you could ever imagine, let alone hope for. The only disappointment in the entire event was the track itself, which the riders thought was just too fast and dusty. The lone, one and half mile track was definitely a prepared course, plowed and graded, that bore very little resemblance to a motocross type terrain.

The small turnout of European riders, a total of four for this World Championship event, was due to the way the 125 GP series is set up in Europe by the FIM. The continent is divided up into two sections, A and B, according to countries. Each section runs a total of eight GP events in the 125 class, which only serve as qualifying races as far as points awarded. Based on these, the riders then compete in a single Championship Final that decided the World Champion. This year the World final will be held in Yugoslavia on September 23, and it will be a go-for-broke affair as 30 riders, 15 from each section, battle it out to see who will be the 125 World Champion. It is possible for a good rider to gain enough points in the first few races of the season that he need not contest all of the races in his section. The four riders sent over by Husky and Monark to compete in this GP, were here for publicity purposes; no top Europeans needed the necessary points to make the trip over to the states which was hosting the final event four countries in section A. Bob Grossi and Mickey Boone, with their second and third place finishes, have qualified for the World Final and have hopes of going to Yugoslavia to contest the championship.

Marty Lopez got his Penton off to a good start in the first 45 minute moto, but it wasn't too long before Nils-Arne Nilsson and Gilbert De Roover slipped their factory Huskys on by Marty to take over the lead, as the rest of the forty bike field was left behind in a huge cloud of dust. Marty held on tenaciously to De Roover as he went by and followed him for a lap before actually finding the opportunity to pass the Belgian riders and stay in front of



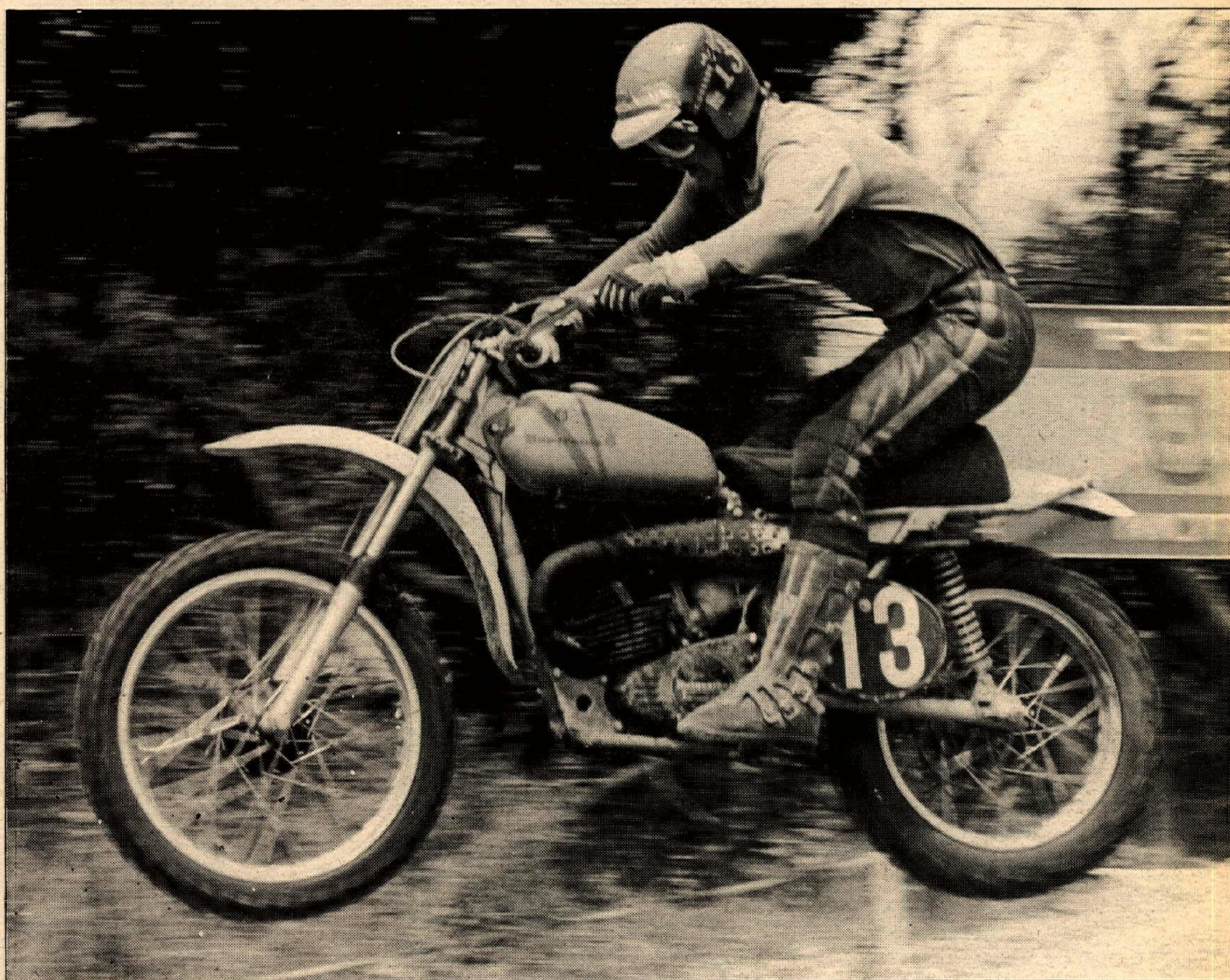
Bruce McDougal (Pen) took the early second moto lead, but was soon absorbed by Bob Grossi.

him for two more laps. By lap six Marty began dropping back as Bob Grossi and Ken Zahrt (Bul) moved up to take over third and fourth positions behind the Europeans.

The way they were riding those gut-screaming little 125's was something that had to be seen. The bikes really had to be kept on the pipe and churning out the RPM to go fast, and the only way to do that was never shut them off. Cornering was something like a combination of speedway riding and short tracking. Going into a turn, the bikes would be throttled back only momentarily and the back ends pitched out into a slide as the gas was jerked back on. The riders then got up on the tanks and worked them through the turns like speedway bikes, with the back ends skittering every which way. If they got out of shape or ran off the track in their attempts to keep them screaming, it didn't matter. They just kept the wick on and plowed through any shrubbery, course streamers or tires that were in the way. Nothing would get them to back off the gas and lose a precious few RPM.

The first moto finished out with Nilsson taking the win, then De Roover, and John Harrington zapping on both Mickey Boone and Bob Grossi near the end to capture their place with his Penton.

A number of pileups occurred in the dust cloud that followed the second moto away from the starting gate. Gilbert De Roover was one of the riders who got tangled up in a pileup under the first jump along with Terry Clark (Hus), Karl Siegel (Nog) and others. De Roover was able to get running, again but from last position. Bob Grossi had grabbed the lead and was long gone, with Bruce McDougal (Pen) back in second. By lap three the dust had begun to clear out a little, giving McDougal the opportunity to move up and take the lead away from Grossi. In third was Dan Turner (Bul) who was doing a good job of holding off Nilsson. McDougal began to tire out as the moto went on, along with a lot of other riders who were affected by the heat and dust, and he dropped back a few positions as Mickey Boone moved up into third place after banging it out with Nilsson for a while. Grossi, Turner and Boone spent the last few laps of the moto running fender to fender in quite an exciting climax that saw the three of them finishing less than fifteen feet apart, after for-five minutes. Nilsson was fourth, which was good enough to give him the overall win, as



Nils-Arne Nilsson could only get fourth in the second moto, but it was good enough for the win.

Harrington and Tony Wynn finished fifth and sixth.

250 Support

The 250 class was an exciting, day long race between a number of factory riders, who showed up to compete for the rather small \$900 purse, compared to the \$5,100 prize the 125's were after. Gary Semics (Hus) made the best getaway at the beginning of the first moto, but before they had completed the first lap, Bob Harris (Mai) took over. The moto evolved into a duel between Harris, John Franklin (Mai) and Bryar

Holcomb (Bul), with the three finishing out in that order. Franklin had his Honda of Piqua sponsored Maico cooking in the second moto and was holding down the lead ahead of Holcomb, when it blew a crankshaft oil seal on the final lap, giving Bryar the win. John came back in time for the final moto, with his engine fixed and proceeded to take the win ahead of Bryar this time, but the blown seal had cost him the overall win, giving it to Holcomb. Bob Harris finished the final moto in third with his Eastern Maico to

net second overall as Doug Grant took third on a Bultaco.

Results:

125 GP: 1. Nils-Arne Nilsson (Hus) 1/4; 2. Bob Grossi (Hus) 5/1; 3. Mickey Boone (Suz) 4/3; 4. John Harrington (Pen) 3/5; 5. Dan Turner (Bul) 21/2; 6. Gilbert De Roover (Hus) 2/40; 7. Tony Wynn (Hon) 7/3; 8. Torejorn Winzell (Hus) 9/7; 9. Ken Zahrt (Bul) 10/8; 10. Bjarne Bloom (Mnk) 6/15; 11. John Borg (Suz) 8/40; 12. Bruce McDougal (Pen) 23/9; 13. Morris Malone (Yam) 12/10; 14. Bruce Baron (Yam) 11/12; 15. Tony Distefano (Asoes) 16/11.

250 SUPPORT: 1. Bryar Holcomb (Bul); 2. Bob Harris (Mai); 3. Doug Grant (Bul); 4. Gary Semics (Hus); 5. Frank Stacy (CZ); 6. John Campbell (Mai); 7. John Franklin (Mai); 8. R.G. Martindale (Mai); 9. Charles Curtis (CZ); 10. Marvin Whitman (Yam). I

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**WRITIN'
AROUND**

By Chuck Clayton

What Now, AMA?

The AMA's house is clean again, but it is in disorder. I think this is a good opportunity to take a fresh look at the AMA and decide what we, the riders and industry, want for our sport in the future.

Obviously we want and need a national association to administer racing motorcycle competition under a democratic set of rules. I think that basically the AMA structure is a sound one for racing purposes.

And just the same way as the stewards routinely inspect the winner's of races — not because they are suspected of cheating, but merely to "keep 'em honest," so also must the officers of our association be checked routinely by the trustees, to insure that they are faithfully carrying out their fiduciary responsibilities are to the AMA only.

But I question whether AMA, or any national race-sanctioning association, should try to deal with motorcycle matters outside of competition. In other words, does the racing association have to be all things to all motorcyclists? I think not.

It's Time For a New AMA

I believe that now is a good time to create a new and better racing association out of the AMA, and call it the American Motorcycle Racing Association (A.M.R.A.).

At the same time, create a separate and independent administration for the other important motorcycle matters besides racing — street riding, public relations, safety and education, legislation, land use, etc. Let this the offspring carry the name of the American Motorcycle Association.

We pause now to examine objections to the plan I have briefly outlined.

OBJECTION: "Two associations?! It is about all the available executive brainpower of motorcycling can do to manage one!"

ANSWER: That is true, because the combination of racing and consumer problems are simply too much for any one body, however constituted, to deal

with. The American Automobile Association faced up to similar needs when they bifurcated into AAA and USAC. Both associations work better than if they were one. Why shouldn't motorcycling multiply likewise?

OBJECTION: How can we afford two associations?

ANSWER: The AMA's annual budget is five million dollars a year! The big money comes from memberships (\$12 consumer, \$300 industry), club charters, race sanctions and licenses and maybe the AMA magazine. There is no question that the racing association can afford to operate on its own.

OBJECTION: But what about the rider association? Doesn't the racing revenue fund most of the road rider, trail rider, etc. programs?

ANSWER: Yes, so we have been told. Only approximately 30,000 AMA members are non-racers, and about 1600 clubs. So the AMA would be much smaller than the AMRA. It would have to begin operations on a budget of about \$380,000 a year, or about what the MIC currently operates on. However, economy of size works both ways. And executive talent is abundantly available to manage an association of this size. If indeed the magazine turns out to be profitable, it could add more money to the budget. The new AMA would have to finance its programs without the racers' help, but, on the other hand, the street riders won't be paying a portion of the racer's insurance bill, as they have up to now.

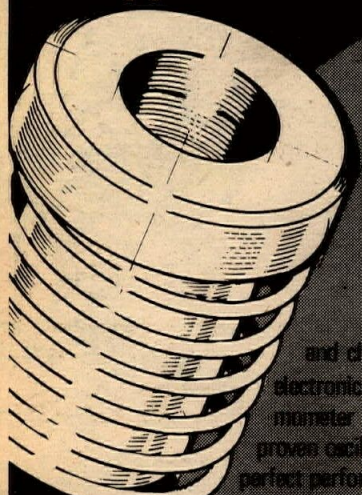
OBJECTION: This is a big change you're proposing. Racing and riding have always been uniquely inter-mixed in motorcycling and both have profited from the arrangement. Now you are saying that we should divorce one from the other?

ANSWER: Not "divorce", quite the contrary. This marriage of racing and just plain riding has had its problems, but it is a good marriage and this proposal would not affect the essential union. Rather it would produce robust offspring from healthy parents. Riders and racers would still co-operate and fulfill their needs at races and on the drawing boards of the motorcycle factories. We have a tradition of mutual interest that was beginning to strain under the present setup. But this marriage in spirit between fun-riding and competition would continue, and possible even improve.

**AMRA And A New AMA —
What's Your Opinion?**

There are no doubt many questions raised by this proposal and I invite readers to voice them. I think the plan is a sound one and all the problems have immediately obvious solutions. In my opinion, the benefits of bifurcation will far exceed present expectations and fellow AMA members should petition their trustees to get it on.

Russ March (left) and Don Woods: no more.

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AMA Fires March!

Youngblood named Acting
Exec. Director, fires Woods

Editor's Note: The following press release from the American Motorcycle Association tells some of the changes that have occurred within the Association in the past few days. We will release more details as we are able to ascertain them. In the meantime, we feel certain that the twelve dollar member can rest assured that there are twelve men on the Executive Committee who are watching out for his interests to the utmost.

AMA Statement

WESTERVILLE, OHIO, AUG. 1
The Executive Committee of the American Motorcycle Association today voted unanimously to dismiss Russell E. March from his position as Executive Director of the Association.

In a statement released from AMA headquarters in Westerville, Ohio, J. R. Kelley, President of the Association, stated: "It was made clear to the Executive Committee that Mr. March owned stock in a company providing services to the American Motorcycle Association. Because of this conflict of interest, the Committee was left with no choice but to terminate the Association's relationship with Mr. March."

Subsequent to this action and

in a move to assure the continued progress of the AMA's programs, the Executive Committee unanimously voted Ed Youngblood, formerly Associate Director, to the position of Acting Executive Director of the American Motorcycle Association.

Youngblood 29, has been with the American Motorcycle Association for three years where he has conducted programs involving public relations and Association publications. A motorcyclist for 15 years, Youngblood holds degrees from Oklahoma State University and Ohio University and worked as editor of a leading motorcycle publication prior to joining the AMA staff.

Youngblood Cans Woods

WESTERVILLE, OHIO, AUG. 5

Immediately following his promotion, Acting Executive Director Youngblood decided to dismiss Competition Director Don Woods for reasons not related to those for which March was fired. Woods was not implicated in any of the affairs with March, but was apparently viewed as a rival for Youngblood's job. Woods was formerly editor of Cycle News Dixie.

A replacement has not been announced as of this date.

Comment And Opinion

By Sharon Clayton

As this issue went to press, the only information on the release of Russell E. March from his position of AMA Executive Director was

that the decision was based on "conflict of interest." This expression for those who may not be familiar with it, simply means that a person holds a position with, or stock in, a company doing business with his employer. It further implies that the employer has no knowledge of this activity.

By his own admission, Mr. March held stock in a company called Manus, Inc. For the past 18 months, Manus has been the billing company for the firm that prints all AMA publications. The printer had handled its own billing for the previous 17 years.

When asked about this company Mr. March stated that it had been organized by the printer for tax reasons. When asked why he felt it necessary to own stock in the company, March said he felt that he could control printing prices to the benefit of the AMA. While this may or may not have been the case, it was the decision of the Executive Board that March had compromised his position with the Association, and thus ordered him dismissed.

The AMA has requested that Manus, Inc., produce all financial records for examination by next week. Should Manus choose to not submit their records voluntarily, the AMA is prepared to file suit.

Board members J. R. Kelley, Tom Sargeant and John Harley had earlier asked for an audit of the Association's accounting systems and internal financial procedures. The audit prompted further investigation into the affairs of the AMA.

Until very recently, the scope of AMA business was relatively small, and the Executive Board members could spare sufficient time away from their own occupations to effectively handle the business of the AMA. But with increasingly rapid growth, in their own businesses and in the AMA, it became perhaps inevitable that these men gave AMA business less than their full attention. Past Executive Boards have virtually given the full time Director carte blanche authority to do as he saw fit. The 1973 Executive Board is, however, not the same.

It is now evident that the 12 board members are directly involved in the reorganization of AMA internal procedures, including bookkeeping controls, insurance requirements and more systematic definitions of financial responsibility.

It's anybody's guess on who will fill the spot of Executive Director. In the interim, former Associate Director Ed Youngblood has been appointed Acting Executive Director. His first official act was to fire Competition Director Don Woods. There is no evidence to implicate Mr. Woods in any of the activities leading to the release of Mr. March, and I would urge Mr. Youngblood to re-examine his position regarding Woods' release.

Obviously there will be more changes coming out of the AMA, and we will keep you informed as they develop. We sincerely hope the changes will improve the Association, which will in turn help our sport move forward.

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Racetrack Requiem

By John D. Ulrich

APPLE VALLEY, CAL., AUG. 5

The biggest turnout in its five year life marked the death of Deadman's Point Racetrack today. About 400 people turned out to race and watch Rex Staten sweep six of nine Expert events in a spectacular homecoming to the track that started him racing motocross four years ago. When it was all over, the third oldest MX track in America was dead, the site destined to become a trailer park development. Mike Dressler, and his son Bob, who founded the track in September 1968, sold out because of declining race income and increased operating costs. Two-strokes sung the racetrack requiem, and nobody there will ever forget the legacy of Deadman's Point...Rex Staten.

"Just about everybody who has raced has ended up at Deadman's Point at one time or another," Bob Dressler said of the old track. "It used to be a bunch of guys would come out and have a big beer bust on Saturday and race Sunday. Everybody was inexperienced in the early days when the track was started. Now we get serious motocross racers, and a lot more competition," recounted the man who made it happen. Deadman's had come a long way from the first race, when a mudhole formed by leaving a hose running for five days got every bike in the race stuck on the first lap. Bikes were hauled out with ropes, and left to dry on the then 100 foot straight. But with new tracks opening up and more competition, attendance at Deadman's fell below the make money point this year. No one is going to keep a one man and one wife operation going, as Bob Dressler did, for long without a reasonable return on time invested coming in. Deadman's Point died the harsh death of economic realities.

Fifty-four motos rewarded those who made the last MX drive out past the ceramic frog stand and horse raches to the fifty foot rocks marking the track location. The day started with the presentation of a plaque of appreciation from a bunch of old time Deadman's

racers organized by Dave Brown, and a clock from a bunch of Yucca Valley riders, to Bob Dressler and his wife. Little old ladies, pit tootsies, small boys with heads swimming in too large Deadman's Point hot hats, and even mommas and babies filled out the crowd of racers witnessing the presentation.

Then it was MX, MX, MX, MX, MX etc. for eight straight hours, class after class. It was mind boggling just watching, and could have filled an entire Cycle News with details. For the sake of maintaining sanity, all you're going to read about in this report are the Expert and Powder Puff races.

Madelene Almieda (Yam) had her cheering section go wild, as she lost her lead by crashing on lap one of the Powder Puff first four-lap moto, then caught and passed Nancy Payne (Mai) to regain her lead by the end of the third lap. Her encounter with the mudhole had put her about one quarter lap back, and her catch-up ride was amazing. The crowd cheered her as she walked into the pits after taking the checkered.

Bruce Jones (Hon) took the lead in the first ten lap 250 Expert moto, and it looked like he was going to run away with the race. Steve Bebeck (CZ) and Tony Rogers (CZ) were running a tight two-three well behind Jones, when on lap five Rex Staten appeared to finally get used to the Honda Elsinore he was riding. Staten put the pressure on Bebeck and Rogers, but Jones still looked secure in his run for the checkered. One lap later Staten was on Jones' tail with Bebeck and Rogers behind, and Staten took off like a bat out of hell on lap nine, leaving Jones, Bebeck, and Rogers behind to finish in that order.

The 125 Expert and Open Expert classes were run together in the interests of saving time and raising confusion. Staten, now riding his Maico, pulled out in front from lap one, with Mark Cavoretto (Mai) in pursuit, leading the Open class. By lap five Dick Wambold (Suz), leading the 125 class, was coming around behind Staten, followed by Dave Ohl (Mai) of the Open class, Mike Tucker (Mai) in the Open class, Chris BeBoer (Suz) in the 125,

and Cavoretto now in the sixth slot behind Staten, fourth in the Open class. Then the Rex Staten show came to town, first pulling away to a half lap lead, then presenting regular wheelies, wheelies standing on the seat, and more wheelies. One spectator remarked "What a ham," but that ham had the race no sweat. Ohl took second Open, Cavoretto moved up to finish third Open, with DeBoer finishing first 125, and Chuck Wagner (Pen) having taken over 125 second spot. Wambold had fallen back to fifth 125.

After his first two wins, Staten talked about the track with me. "They shouldn't close it, but if they have to, they have to," said Deadman's fastest son. Staten started racing Deadman's on a 125 Ossa in 1969, working up through 175, 235, and 250 size Ossas, spending three months in the Juniors before getting knocked up into the Senior (or Expert) class. The last two years Staten has held the number one CRC plate at Deadman's. Did he think he could beat everybody in the four motos he still had to ride? "Yeah, I hope so!"

Powder Puff moto two found Cycle News' own Squeaky Nesbitt leading on her brand new 125 Elsinore for the entire first lap, apparently ready to make up for her poor first moto finish following a crash, while holding down third in that moto. But fate did not smile on Squeaky, and another crash put her out of contention while being pressured by lightning girl Madelene. Her blitzing Yammie started doing the Staten trip...leaving everyone else in the next county. It was Madelene first by a whole bunch, Dottie Frost (Yam) second, Lori Payne (Ric) third, and Squeaky eighth in a field of 12.

The 250 Expert moto two started with Rex in third, but after the leader crashed for good and second place Bebeck went through a berm with a resulting delay, it was Staten spectacular time again. Staten headed for the hills with Rogers a ways behind in second, Dave Williams (Hon) third, and Bebeck working up to sixth. They finished in that order, running only six laps to save time.

Staten had the 125/Open lead in the first corner, and never even had it seriously contested from then on. Cavoretto and Ohl battled for second, with Wambold leading the 125s. Rex showed he didn't need ten laps to be able to frolick in front of everybody, and as races go, it was like running a

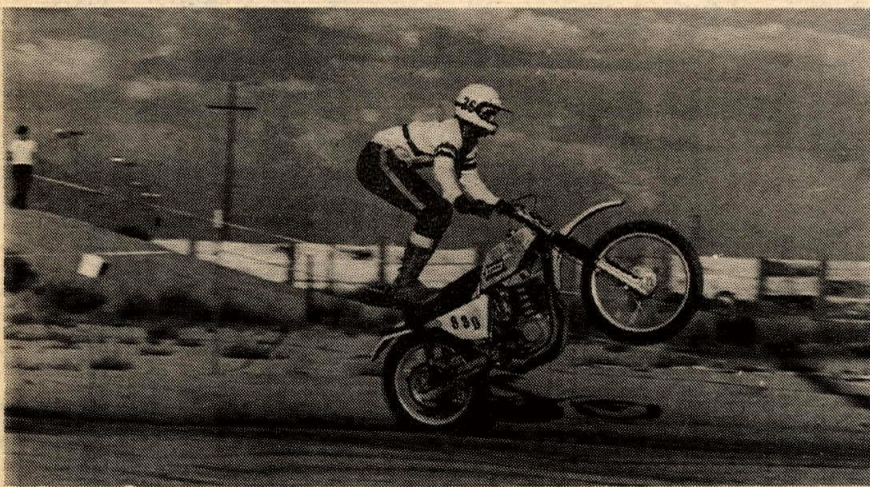
Dennis Manning LSR motorcycle against an Electra Glide in a top speed contest. Staten was so far ahead that he actually stopped to chat for a moment with a friend on the sidelines on lap four of the six lap moto. Then it was wheelie on the seat time again. It looked so easy...Deadman's Point was Staten's home track, and everybody knew it pretty quickly. Ohl won the second place duel, Cavoretto took third, and Wambold and LeRoy Larson (DKW) got one-two in the 125 class.

The last Powder Puff moto was Madelene again, her little Yamaha with the green stickie on the fender leaving everybody behind. Squeaky crashed, having bad luck after a month of winning. Payne took second, and Markita McDougal (Yam) won a contest for third in the last ten feet of the moto. The points gave Madelene first overall, and Lori Payne second overall.

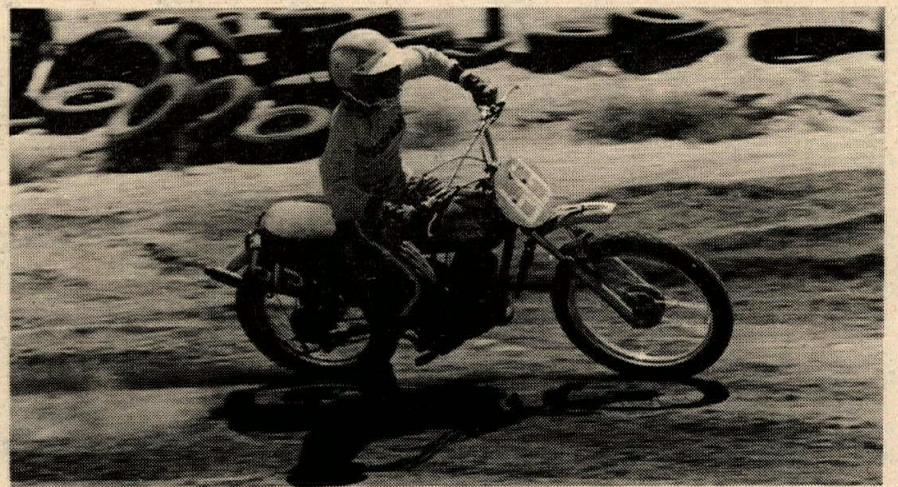
The third 250 Expert moto started with Staten grabbing a hundred foot lead before turn one, with Malocco second and Bebeck losing a swingarm bolt to DNF. Of the first four places at the end of lap one, only third and fourth swapped places, and they were back in their original order by the finish. Staten had the overall first place trophy, no trouble at all.

Shadows grew long as the sun headed for Australia, with the crowd thinning out as it did. Only four riders showed up for the start of the 125/Open combined moto three. It was Staten and Ohl in the Open class, and Wambold and Wagner in the 125. Not much racing, just the usual Staten blitz out of sight, only this time he was obliging enough to meet my request that he put on his show on the same part of the track my camera was located at. Being a nice guy, he did. The high point of the moto was when Wagner hung a U-turn on the track, rode up and down a few times, cut across to another part of the track he had already covered, and rode around some more, as if looking for something he had dropped. Then he gassed it in the right direction, and finished an uncontested second for the 125 class.

Rex was mobbed after he finished by impressed spectators. Goodbyes were yelled, trucks were fired up, and it seemed that only those that remained were people entitled to some of the 40% brass. A helmetless squid cut a lap on the track, but it didn't mean a thing. Deadman was dead.



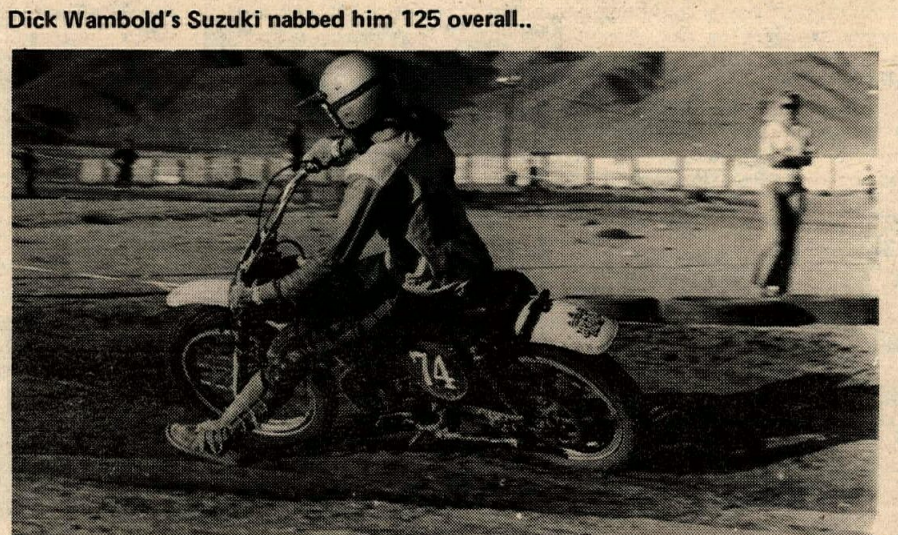
The half-lap lead Rex Staten show.



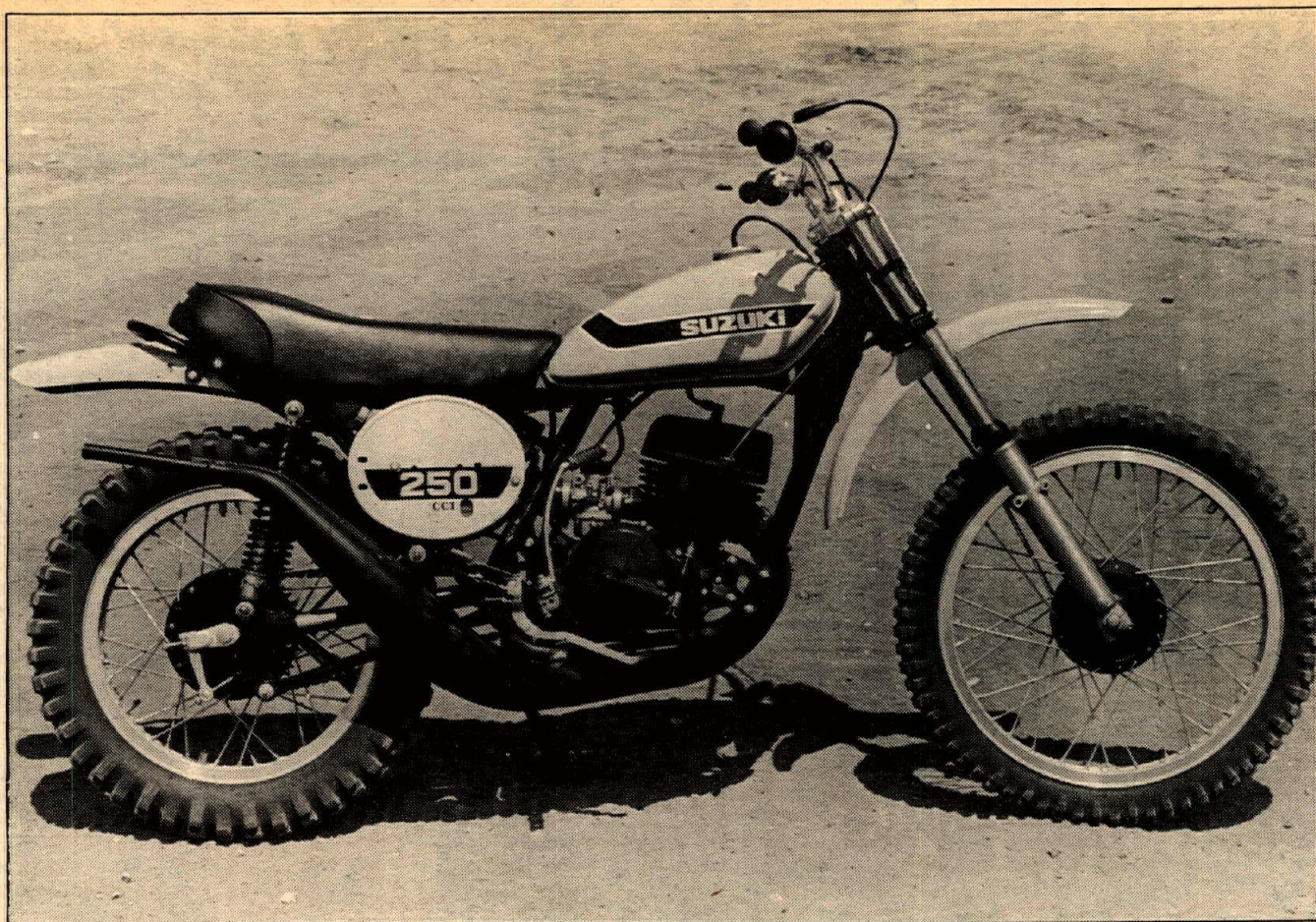
Movin' Madelene Almieda was the fastest girl.



Bob Dressler and wife; a plaque for five years of MX.



Dick Wambold's Suzuki nabbed him 125 overall..



The TM 250 Suzuki

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The swingarm was very silent, however, the exhaust pipe wasn't.



Ace tester commented that cross-ups weren't really fun, just necessary.

COMMENT (from an at least slightly naive tester): Do Joel and Roger really ride these things? ANSWER (from Suzuki ad copy): "The closest thing you can buy to the world champion Joel Robert rides to victory year after year." COMMENT (from slightly less naive tester): "Sure, it probably is about the closest thing to Joel's bike that you can buy. It's yellow isn't it?"

Of course, you'd expect Suzuki to capitalize on their racing campaign. After all, as it says in the copy of a Suzuki ad, "It helped make Joel a champ." Fact: Suzuki possesses the technology to build a world beating 250 motocross bike. Fact: the TM 250 bears little but visual resemblance to the world beater. The TM 250 might better be classed as a body beater. Somewhere along the line there has been a sorry lack of communication between the European racing department and the production engineering department. Sure, they exchanged a scrap of paper

or two, but something got lost in the translation. The numbers might fit together fairly well, and the Suzuki may have basically same handling abilities. But the suspension couldn't compliment it less.

Again from Suzuki ad copy: "A 220 pound streak of lightning that handles like a feather." We couldn't agree more, it does handle like a feather — a feather in a hurricane, that is. The Suzuki is a deceptive motorcycle. As you ride a warm-up lap around a motocross course the bike feels like there is an enormous handling potential. At slow warm-up

speeds the handling is precise and smooth. It turns where you want it to. An occasional blip of the throttle easily lofts the front wheel; the motor feels responsive.

After a slow lap you wick it up. Now it's adrenalin time. The motor, like its 400cc relative, has an insignificant amount of flywheel effect. A full throttle twist will result in little more than flying dirt. Toy with the throttle for a few seconds, and finally some power gets to the ground. Then shift from first to second, and gas it. No go, just wheelspin. Again using subtle throttle control, the power gets to the ground, and the bike begins to accelerate. It comes time to shift and you attempt to get your size 11's under the too-short shift lever. If you have size 7's, you're in luck. You'll make the shift. However, when you do, you're sure you've missed third and dropped into fourth. Three or four more tries net the same result. Third gear is so much higher than second that the engine won't pull after the shift. The engine doesn't breathe well enough to wind up far enough in second to find the powerband in third.

After mumbling to yourself about this for awhile, it comes time to slow for a corner, although not much cause you never got going. On the brakes, and the rear immediately locks and starts chattering. Fortunately, the front works pretty well. Just before the corner are some small whoops or large washboard, whichever you prefer. It wouldn't seem advisable to use the brakes here, so you just ride into them. The feeling is amazing. It is somewhat akin to going out on your surfboard against a heavy surf. The front end surges upward, and then falls to the ground after the bump. Your control is at home with the prunes. Later on, you'll try gassing it over the whoops. The front end comes up easily, and then the rear end goes berzerk. Instantly, the front wheel slams back onto the ground in a hobby-horse fashion. The rear wheel paws the air.

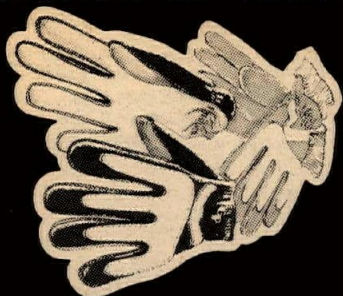
Finally, you get into the corner, and the bike feels like it wants to turn in a civilized manner. The trouble is, you can't talk either wheel into staying on the ground at any sort of speed. When you finally scrub off enough speed to make the corner, it behaves and turns. Valor gets the better part of discretion, having just made a horrible fool of yourself, so you gas it. Again the rear non-suspenders go berzerk. The rear wheel flails out against nothingness. It becomes obvious that the Suzuki is actually an incredible slider for a bike that has to find traction on air.

It goes on and on like that. Anytime you want that shiny yellow, Joel Robert imitation to do anything remotely fast, both suspension units promptly prohibit it from happening. The suspension is garbage. There is a possibility that the geometry of the TM 250 is perfect and that it is a potential handler. Who can tell?

The motor produces ample power — over a narrow power band — that is difficult to control. The 125's will buzz past as you try to get the Suzuki to accelerate in third gear. Whoever heard of clutch slipping on a motocrosser? If the engine breathed a little better (maybe an air filter) it might all come together and work acceptably. Still, the TM 250 is by no means one of the fastest 250 motocrossers around. It isn't the slowest either. Expect to watch Hondas, CZs, radial Maicos, Rickmans, Montesas, and even Yamahas disappear.

So, what is there to recommend about the TM 250 Suzuki? Well, not much. You don't really want it as a racer, though people will no doubt win on them. It will do normal playbike things okay. Wheelies are easy, and it will slide. But, with its stock 'silenced' pipe, the TM 250 is obnoxiously noisy. Right there on the pipe it says, "This exhaust pipe is designed to give maximum performance without excessive noise. Do Not Modify." Surely you jest.

What in the heck happened? Is there a new 250 motocrosser coming from Suzuki? The present one isn't even in the same class as their really excellent 125. We certainly hope so, because the TM 250 really doesn't make it. In fact, when we took it back, the Suzuki guy asked whether anyone got hurt on it.

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Ascot to Hateley



Little John Hateley outdistanced the field in the Main event.

By Howie Fowler
Photos by Sandy Wenk

GARDENA, CAL., AUG. 3

For the fifth time in as many weeks fast time was set by yet another Expert, none other than Gardena's own Tom Rockwood.

Tom was here tonight before heading east to return to the National circuit. Fast Junior time went to the bright maroon Norton of Rex Barratt.

Once again the Novices were here in droves to make up six Novice heats. For the first time in many weeks there wasn't a single restart as the Novices showed that they can run hard without falling down.

The first heat went to Skip Aksland on his Yamaha, followed by J. Hannon on a Bultaco and Henry Conklin on a Kawasaki. This proved to be the fastest of the six heats with a fine lap time of 2:01.79, a full second faster than any of the other heats.

Chuck Soderstrom won the only direct transfer in his heat, sending Randy Roderick and Denny Briggs to the semi. With the third heat being the fourth fastest only the first place rider, Randy Miller would make the main event. With so many Novice heats, only the first rider in each heat gets a direct transfer. This means that the second and third rider from the four fastest heats go to the semi main.

Pat Evans won the fourth heat, sending Jeff Davidson and John Allison to the semi. Evans put together one helluva ride, since he started from the third row penalty line after misjudging the starter. The fifth heat went to Brad Holt on a Kawasaki, followed by the Yamahas of Harold Raggio and Scott Marshall. The final Novice heat had a young rider who stayed in California after Laguna Seca last week so he could ride the famous Ascot half mile. John Gleason, Harrisburg, North Carolina, didn't make the main but rode a good heat race just the same. Don Frauenberger got the only transfer to the main.

The first Junior/Expert heat went to fast qualifier Tom Rockwood, with second going to Junior short track ace

John Gennai. Third and fourth went to John Hateley and Charlie Theilke for a chance to make the main by way of the semi. The second heat was won by another short track ace Rick Hocking, who is the current Ascot point leader. Second went to Junior Rob Morrison, third to Expert Brian La Plante and fourth to yet another Junior, Devon Sowell.

DeWayne Keeter, the current Ascot point leader, won the third heat followed by rookie Expert Larry Gino, then Juniors Tony Dell and Bob Sanders. The fourth and final heat was the fastest with Danny Hockie picking up the win followed by Guy Bailey, Rex Barratt, and John Sperry.

The Novice semi was won by Bultaco mounted Jeff Davidson with Randy Roderick running second. Third and fourth went to Scott Marshall and Henry Conklin respectively.

The combined Junior/Expert semi saw only one of the three Experts transfer to the main. John Hateley, the veteran won out over Juniors Rex Barratt, Bob Sanders, and Devon Sowell.

Brian La Plante qualified second fastest but was not out for the trophy dash. John Hateley came out and proceeded to win the dash, with Rex Barratt taking second, DeWayne Keeter



Pat Evans is branching out; finished eighth in Novice final.

got third and Tom Rockwood taking fourth after dropping out with mechanical troubles.

The Novice main was a one-two-three Yamaha win with Skip Aksland, Chuck Soderstrom and Randy Miller. Jeff Davidson's Bultaco, the only one in the line-up, took fourth. Fifth went to Brad Holt followed by Randy Roderick, Scott Marshall, Pat Evans, Don Frauenberger, and John Allison.

The main event was destined to be an exciting race from the green flag. Junior Rick Hocking took off to an early lead with he and DeWayne Keeter swapping position no less than three times in the first lap. Hocking started to pull away from Keeter as the Harley started missing on lap four. Starting next to last, John Hateley pushed his Triumph out to the high groove, and squaring off the corners moved to fourth place by lap nine.

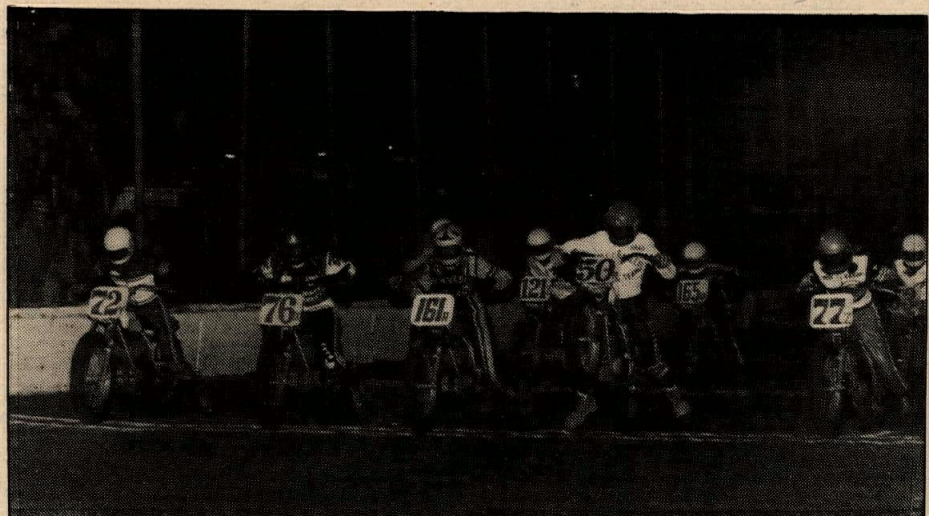
In the next lap Danny Hockie passed Keeter's sick Harley as did Hateley. Hateley went high into the south turn and shot past Hockie. By the time the white flag came out Hateley was putting the pressure on Hocking. Out came the checkers and Hateley nabbed the win followed by Hocking, Danny Hockie, Randy Bailey and DeWayne Keeter.

Next week in addition to exciting half mile racing there will also be some added attractions. There will be sidehacks on the TT course, Rod Pack, aerial dare devil, and Ron Walker doing his flaming auto acrobatics.

RESULTS

NOVICE MAIN: 1. Skip Aksland (Yam). 2. Chuck Soderstrom (Yam). 3. Randy Miller (Yam). 4. Butch Davidson (Bul). 5. Brad Holt (Kaw). 6. Randy Roderick (Yam). 7. Scott Marshall (Yam). 8. Pat Evans (Yam). 9. Don Frauenberger (Yam). 10. John Allison (Kaw). JUNIOR/EXPERT MAIN: 1. John Hateley (Tri). 2. Rick Hocking (Yam). 3. Danny Hockie (Yam). 4. DeWayne Keeter (H-D). 5. John Gennai (Yam). 6. Rex Barratt (Nor). 7. Bob Sanders (Nor). 8. Rob Morrison (Nor). 9. Larry Gino (Tri). DASH: 1. John Hateley (Tri). 2. Rex Barratt (Nor). 3. DeWayne Keeter (H-D). 4. Tom Rockwood (Tri).

While Brad Holt wheelied, Skip Aksland (72) moved out to win the Novice Main.



AMC at Osteens

By Scott Heidbrink

POMONA, CAL., AUG. 5

With Arroyo Cycle Park (also known as Canyon Cycle Park) closing, American Motocross Club was left high and dry with no place to race. Then, a few days before Sunday, they arranged to race at Osteen's Cycle Park in Pomona.

Due to the resulting low turnout, there were only two separate motos, over and under 250's. Fredo Rodil led the smaller bikes in all three motos, to take the overall win for his sponsor, Cycle House, and get his name in the paper. In all three motos Fred dominated. And when things got a little boring, he would slow down a bit to duel with some of the slower riders, making them think that they could beat the Cycle House Stormer. Top Junior was Mark Hanington on a Suzuki, followed by Barry Nackos. In the Novice class it was Paul Strickland, also from Team Cycle House, taking top honors while Bill Myers won in the beginner ranks.

The other end of the stick turned out to be a battle between CZ-mounted John Pavich and Maico pilot Ted Metzger. Both these Experts lead the way in all three motos, with John being the quicker overall. In moto one, Ted pulled the hole shot, only to be quickly passed by John. Then after a few laps, Ted regained the lead only to fall, and later hit a fallen rider who was spread all across the track. In moto two, everything seemed about the same, with Ted and John switching back and forth, until John pulled away, never to be threatened again in that moto. But in the third, Ted got it all together and won one. I figure that John decided to take it easy, as all he had to do was finish to take the overall win, which he did, and took all the money with him.

In the the 250 Intermediates it was Fredo's brother Cesar Rodil that took top honors by winning all three. It did seem that today was brother day, as the Willis' brothers came in second and third.

Results:

100 BEG: 1. Jeff Yrsell (Pen).
100 NOV: 1. Kevin Klinsing (Yam).
100 JR: 1. Jeff Heigl (Yam); 2. Bob Marino (Hod).
100 INT: 1. Mike Lasker (Pen).
125 BEG: 1. Bill Myers (Suz); 2. Dave Gover (Suz); 3. Mike Liddle (Hon).
125 NOV: 1. Paul Strickland (Suz); 2. Mike Senczysyn (Suz).
125 INT: 1. Fredo Roil (Suz).
250 BEG: 1. Martin Baker (Hon); 2. John Holt (CZ); 3. Ed Nanorro (CZ).
250 NOV: 1. Greg Sexton (Mai); 2. Cal Reiten (CZ); 3. Russ Halsheimer (Hon).
250 JR: 1. Roy Halsheimer (CZ); 2. Mark Lauzon (Hon); 3. Mike Saunter (Yam).
250 INT: 1. Cesar Rodil (Yam); 2. Kevin Willis (Hon); 3. Kirk Willis (Hon).
250 EX: 1. Doug Benjamin (CZ).
OPEN BEG: 1. Louis Haehnlen (Suz).
OPEN JR: 1. Rick Roiko (CZ).
OPEN INT: 1. Jim Beltnick (Yam).
OPEN EX: 1. John Pavich (CZ); 2. Ted Metzger (Mai).

Dunes death

First Fatality at Indian Dunes

VALENCIA, CAL., AUG. 5

Frank DiPietro, 40, of Canoga Park was pronounced dead on arrival at Golden State Hospital in Newhall today, following a high speed collision with fellow rider Chuck Flack of Pico Rivera. The accident occurred during the second Old Timers' moto in the Amateur/Novice class at Indian Dunes. Flack, who underwent surgery for a broken leg, is listed in fair condition.

DiPietro apparently lost control and slid into the infield on the Dunes' international course, and in attempting to correct he came back on to the straightaway and into the path of Flack's machine. Following the accident, the Old Timers suspended competition for the rest of the day.

Requiem Mass will be held Wednesday, August 8, 9:00 a.m. at Our Lady of the Valley church, 7117 Topanga Canyon, Canoga Park. DiPietro is survived by his wife, Joanne, three daughters and one granddaughter.

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Dunes death

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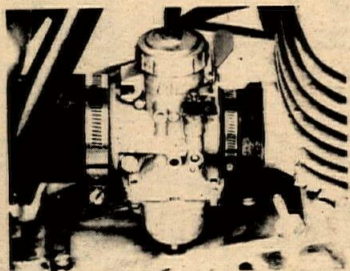
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Let them eat lobster

by Terry Handelin

When my brother told me that there was someone on the phone who wanted to talk to me about my BSA 500, I thought it was the

loan company for sure. As I picked up the receiver, I was trying to think of a good reason for being behind six payments, but as soon as I heard that sweet sounding voice I knew this was no loan company calling.

"Is this the owner of the BSA 500 single cylinder four stroke motorcycle?" "Yeah, this is me."

"Well I'm taking a survey of BSA 500 owners and I wonder if you have a few free minutes to answer a few questions?"

"Sure, I guess so. I'm waiting to see if a tire I just fixed leaks anyway."

"First, tell me what do you use your BSA 500 for?"

"Oh, just about everything: street riding, cow trailing, racing, and it works pretty good for exercising my right leg."

"And why did you choose a four stroke over a two stroke?"

"Cause it sounded nice, had good power, and I thought it was going to be reliable."

"And have you been satisfied with your BSA 500 as far as reliability is concerned?"

"Well right now it doesn't make any sound or power because it's in the shop with a blown engine."

"And have you recommended BSA 500 to any of your friends?"

"No, but to some of my enemies."

"Now, taking everything into consideration would you say you have been, 'completely satisfied, somewhat satisfied, or unsatisfied' with your BSA 500?"

"I would say I have been somewhat unsatisfied."

"I'm sorry that that is not one of the choices they have here."

"Who has where? Just who is sponsoring this survey and how come?"

"Well I don't know who is sponsoring the survey, but it seems a motorcycle company is trying to find out if there is a market for a 500cc single cylinder four stroke motorcycle. And now if you'll just tell me what kind of motorcycles you had before you bought the BSA 500?"

"Well, let's see, I had an OSSA 250, that's O-S-S-A and I had a Kawasaki 175, that's K-A-W..."

"Oh, that's OK, I know how to spell Kawasaki. Now please tell me, would you consider buying another BSA 500?"

"Well I don't know about that, but I would like to know which company is thinking of coming out with another 500 single cylinder four stroke?"

"Look, all I know is that I'm paid two dollars an hour to call up all the BSA 500 owners in the USA and ask them these questions, and, remember, I'm the interviewer and you are the interviewee!"

"Yeah OK, but at two dollars an hour, it's going to cost more for the phone bill than it will cost to pay you. Where are you calling from, by the way?"

"Santa Ana."

"Santa Ana, that's where Kawasaki has their research and development facility, and adding that to the fact that you knew how to spell Kawasaki, I would say that Kawasaki is the company that is thinking of coming out with this 500cc single cylinder four stroke. Right?"

"Look, I'm telling you, I just got in from Iowa, took this part time job and I don't know what in the hell you're talking about."

"You're pretty slick, but I read 'The Latest Poop' and know all about Kawasaki's secret 500cc single cylinder four stroke."

"The latest poop, sir? Is this an obscene phone call?"

"No, you know, Papa Wealey?"

"Papa Wealey, what's that? Sounds like a breakfast cereal."

"Well maybe you don't know anything. Let's get back to the questions."

"OK, there's just one or two more anyway. Ah, are you going to buy a motorcycle in the next year and if so which one? And what does BSA stand for?"

"I'm not sure but I think BSA stands for Bastard Stopped Again, and I was thinking of buying one of those new Honda 350cc single cylinder four strokes that are coming out soon."

"I see. Why would you choose the Honda over the BSA?"

"Well I haven't had much luck with the BSA and there are lots of Honda dealers around so I could get a good deal and it would be easier to get parts, too."

"I guess BSA parts are hard to get huh?"

"Kinda, and when you own a BSA you need lots of parts."

"Well that just about wraps it up, just one more thing, the loan company asked me to tell you that you are six months behind in payments and that they will be there on Monday to repossess 'their' BSA 500cc single cylinder four stroke. Shall I give them a message?"

"CLICK!"

(Note: This article was based on an actual phone conversation, but what with Watergate and everything I didn't dare tape record the thing, so some of the details might be a little fuzzy, but you can bet your leaky Amal that someone is interested in marketing a 500cc single cylinder four stroke. So all you BSA 500 owners get ready for what may prove to be an interesting phone call. Don't worry. It isn't the loan company.)

Top American award defined by AMA Executive Committee

WESTERVILLE, OHIO

With the concern that FIM licensing procedures may become exploited by international riders relocating their country of residence on a frequent basis, the Executive Committee of the AMA has placed a stricter definition on awards and contingencies allocated for "Top American" performance.

According to international licensing procedures as outlined by the statutes of the FIM, a rider is issued his international license through his declared nation of residence and is considered a rider of that nation. An example would be road racer Jack Findlay of New Zealand who lives in France, is licensed through the French federation and is thereby considered a French rider.

While allowing that this procedure is good for rider exchange and the international growth of the sport, the AMA Executive Committee has attempted to follow the spirit of the rule by establishing that all contingencies and trophies posted for the "Top American" in international events will be awarded to the top rider holding United States citizenship or citizenship in the North American Zone as defined by the FIM. The North American Zone includes Mexico, the United States and Canada.

Presently, there are riders in the United State with AMA issued licenses who are citizens of other nations.



Rex Barris leads the Expert rush into the first turn.

Friday nights in Boise

By Marty Gregory

The folks at the Owyhee Motorcycle Club in Boise, Idaho have it all figured out. Have the weekly motocross on Friday evening and give everyone the entire weekend to do their camping, boating, trailriding thing! Beginning at 7:00 p.m. every Friday during the summer, the Boise motocross events get the needed (Ya Gotta Do It!) racing out of one's blood early and leaving the balance of the weekend free for more leisurely pursuits.

The racing itself, however, is hardly leisurely! By running only six laps per moto, the action is kept fast and furious, and the starts are something that has to be seen to be believed! While those Expert class tigers can ride full throttle for six laps, the shorter races also allow the semi-serious weekend warrior to do his racing thing against his buddies without having to be in top shape. This works out very well for those of us who ride a desk all week and really don't have the time to get into the kind of shape needed for serious racing.

The 125 and 250 Expert classes are really the ones to watch for action. Guys like Randy Lee, Tim Gaskell,

Leon Sackman and Dan Gearing are usually out front and charging hard with the rest of the pack not far behind. The Open class is normally dominated by Boise's number one plate, Vic Greenfield, on his Brad Lackey-Autograph-Model-Kawie with "TT" Tommy Sawyer and Bruce Harris providing the necessary wheel pushing into the corners. The Beginners keep the spectators amused with the usual display of eagerness and such famous stunts as Flying W's, Dogpile On The Leader, and the very-popular Snowfence Surprise! Injuries of a serious nature are few and far between at Boise and the course is modified to eliminate danger spots as they become well known.

The basic theme of the Friday evening races is fun with a capital "F!" Some of the racers come over a hundred miles every week just to race for 12 laps and maybe a trophy. The beer wagon does a booming business and the grits stand sells mucho burgers. The 100 to 150 riders who show up every Friday sometimes win, sometimes just get frustrated but nearly always go home feeling on top of the world and ready for a fun-filled weekend. Racing on Friday evening gets one's head together nicely after five days of work and all-in-all provides a genuine service to those who ride for fun as well as those who ride to win.

Hot dog! Nine whole experts!

By The Shadow

DEVORE, CAL., JULY 22

Two highlights during the California Racing Club's weekend motocross doubleheader at Canyon Cycle Park were the turnout of nine Experts and 15 Intermediate competitors, who put on quite a show for the large crowd of spectators, and the appearance of the Vanilla Guerrillas Racing Team.

We'll get around to the Expert and Intermediate finishes just a bit later, but first a word about the Vanilla Guerrillas Racing Team. The squad took home two first places, two seconds and two third places, with 11 members of the organization actually hitting the track.

Briefly, the top Guerrillas were Bill Stubbs (CZ), third place, 250-Open Expert; Cliff Lett (Penton), second 125 Int; Ned Joy (CZ), third Open Beginner; Dan Keough (Yamaha), first 175 Beginners; Mark Olson (Yamaha), second 175 Beginner; and Mike McGonigal (Penton), first 125 Beginner.

Canyon Cycle Park seems to attract very large turnouts in the Minibike class. Five trophies went to the 80cc Minibike class, with Kurt Sofka, Jr. (Yam), the winner; John Silva (Hon), second; Vince Ragsdale (Hon), third; Keith Baker (Hon), fourth; and Vincent Van Hawk

(Hon), fifth. Top rider at 60cc Minibike, and the only trophy winner in the class, was Dallas Rebello (Yam).

First in the 250-Open Veteran class went to Robert Jones, while Al Perez (Bul), grand slammed the 0-175 Veteran class. Solid Intermediate victories went to Jack Boles (Mon), 125cc; while Randy Hoff (Hon), picked off a victory at 250cc. In the 250-Open Expert event, Mike Tucker (Mai), was a solid victory, while a grand slam win went to Tony Duni (Suz), at 0-175 Expert.

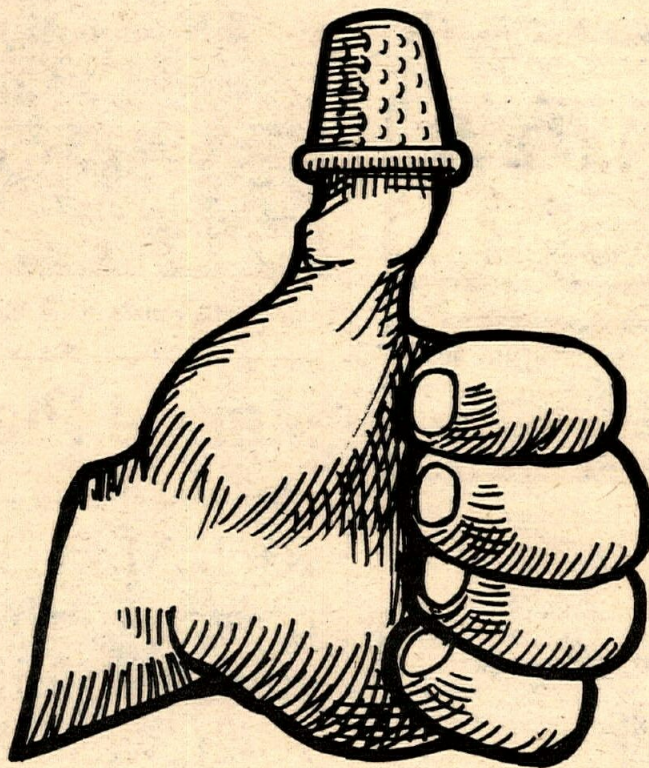
Another grand slam victory went to J. C. Ray (Kaw), who ruled the 250 Novice class; while Doug Stegg (Hus), came close to grand slamming the Open Novice turnout, but missed by 100 points.

Midway through the card, it was John Gibbs (CZ), a winner at Open Beginner and, as we already mentioned, Keough (Yam), grand slammed the 175 Beginners.

Recapping Saturday, nine classes produced the following winners; Bret Locklan (Hon), Minibike; Danny Fleming (Yam), 100 Beginner; Tim Hoove, 125 Novice; Bobby Harber (Hus), 250 Novice; Kenny Green (Suz), Open Novice; Jeff Morris (Suz), 125 Beginners, under 16; Craig Hughes (Suz), 125 Beginner; Craig Nash (Mon), 250 Beginner; and Gary Phillips (Hus), Open Beginner.



Jim Pomeroy was the first American in the 250 Summer Series on his Pursang. Once again proving the overall performance and dependability of Bultaco.



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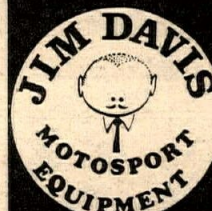
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Looking for a place in the sun.

Mark's Place in the desert

ADELANTO, CAL., JULY 15

Rich Mark has certainly found his place in the sun, at least in the sunny California desert that is. Rich was able to get in one more

race before his leave was up. When you've only got one, you have to make it count. With a large field of riders on the first start it was quite obvious that this was going to be a real interesting race.

Quite a few D-37 riders had turned out to see just what was happening at the Desert Racing Association scene. The happening was a Hare Scrambles, a good old fashioned desert race held in the Kramer Hills area North of Adelanto.

At 9 AM the banner went up, stayed up momentarily and dropped. They

were off heading North East to the bomb. The course ran over a small hill at the bomb dropping down in some open desert and running straight for a wash that was wide enough to have had the start in. Winding thru the wash and on down to some choppy open country at the North end of Kramer Hills. Throwing in a fire road about one mile long and back to the boon-docks leading around to another wash with a sign in it saying, "Triumph territory", not to many Triumphs around, but the 450's were really eating it up. Throw in a uphill rolling down to some rolling hills,

cross over a wash and start heading home across a rough little section of pucker-bushes and whoop-de-do's back to the pits.

At the bomb it was Yamaha mounted John Fisher, a DRA Amateur twisting all the ponies out of his 250 it could deliver. Closing in from both sides and battling for second were Rich Mark (Hus) and Paul Nyland also on a 250 Yamaha, Charlie Pelland (360 Yam), Bill Beard (400 Hus) and Jack Orndoff (450 Husky).

Just before the first check Rich Mark put his Husky in the lead and jumping into the wash found Fisher nipping at his heels. Swapping places and having a real time of it were Paul Nyland, Jack Orndoff and Bill Beard.

Leading into the pits at the end of loop 1 was Rich Mark with a comfortable lead after Fisher dropped out. Paul Nyland was second and Bill Beard was third.

Meanwhile another race had long started and was well under way. The Beginners were really getting it on at the bomb and it looked like it was going to get personal with the Wilhoite brothers running one and two. Tom Wilhoite on a 360 Yamaha had a slight lead over brother John also Yamaha mounted with John Steen aboard a 250 Honda and Phil Nyland riding a 250 Yamaha running right on their tail. Coming into the pits on their first loop it was Tom Wilhoite followed by John Steen, Phil Nyland and John Wilhoite.

It was Rich Mark making it in at the end of the second loop with a four minute lead. Rich was riding a 450 Husky and said everything went just perfectly. His reaction to the race and course was quite obvious to everyone standing around the winners circle. Rich remarked, "I was second to the bomb and got around Fish just before the second wash, from then on it was clear sailing all the way."

Second overall and first 250 Expert was Paul Nyland. Paul said he was unchallenged for his second place spot right after the first check.

Uncle Gus pulled in third and once again proved you don't have to be first to the bomb to get a good finish in the desert. Gus was second Open Expert and that makes two in a row for him. Bill Beard was fourth overall and second 250 with Jim Francis whipping it in there for a fifth and third Open Expert. Dixie Sanders was the hard charging

Here's Dirt... IN YOUR EAR

by Alice Rhea

Wild Burros

If you are wondering what to do with your spare time this coming open weekend, you might consider watching the wild burro

races out of Lucerne Valley. This is an old annual race, this year's being the 20th, the Big Bear of Donkey racing, and like Big Bear, it is about to become extinct. Jim, the owner of the "Y" Cafe in Lucerne Valley, was telling me about some of the past races, and said that one year the burro in the lead had progressed one and a half miles in the first eighteen hours. Sounds like some motorcycle riders I know. Seriously, it sounds like a fun thing. The whole week, starting August 29, is full of fun, old-timey things to do: a buffalo barbeque with real buffalo meat, sponsored by the local Lions Club, a street dance in Fawnskin, parades, etc. Stop by the "Y" Cafe and get a copy (free) of the "Old Miners Gazette" which has a complete calendar of the week's events and a map of the race course. Or call Jim — he knows what's going on.

Ouch

Tom Center Jr., son of our

Heavyweight Steward, dove into a swimming pool several weeks ago and broke a couple of vertebrae in his neck. He is going to be laid up for a couple of months longer, but plans to be back in action for Check Chase or at the latest, Barstow-to-Vegas. Tom Sr. said Jr. has been injured several times before, but always away from bikes. Sounds like he better stick to racing — it's safer.

Thanks

Invaders M.C. is full of male chauvinists, not allowing women at their club meetings being that they can't get any business accomplished with the silly things around (probably get too busy flirting and forget what they came for). Anyway, they made an exception and allowed me to attend when Al Buck showed the rushes on a film he is making about motorcycle racing. I don't have any idea when Al is going to finish the movie, complete with terrific music, but it is going to be great when it is done.

There was some fascinating footage of Barstow-to-Vegas which had the club members shouting for their favorite, even though we all know how it ended, and a lot of motocross action that really made MX look like fun. Former CN editor, Dave Swift, even got on the B-V film, although I couldn't tell what exactly he was doing, because he had his back turned. Anybody who saw David at the dry lake near check three could probably fill you in, though.

Sponsorship Is Grand

It has to be that getting a sponsor is the most wonderful thing to happen to a motorcycle racer, outside of being Number One, which practically guarantees its happening anyway. But, for the average rider, it is a dream that probably never comes true. One of the ways you go about getting a sponsor, if you aren't finishing in the top five all the time, is to do something very unusual so you get lots of publicity. Kookie does that and he now is the world's only sponsored dog, riding an Ossa in the Division II Lightweight class. I think what he does that is so unusual, is that he is an Expert and rides with a partner who is only an Amateur. He is also the only rider I have ever seen who goes the whole distance standing up, so maybe that is it.

Poker Runs

Here is something for the cream puffs. The Saturday night before the Desert Turtles race, Sled Riders M.C. is going to have a Poker Run. The courses for Poker Runs are traditionally very easy, so the wife and kids can ride, and it isn't a speed contest. It is a card game where all you have to do is make all the checks, pick up your playing card and hope you get the best hand. There will be 100% payback in prizes. Put some lights on your bike and come on out and play.

Novice of the day finishing sixth and first Open Novice. Wood Schamel pulled in seventh and first Amateur. When handed his bottle of champagne for his first, Woody just came unglued. Rounding out the top ten were John Sands on a 500 Yamaha, Bob Riley (Hus) and Paul Greenwood aboard a 400 Husky.

Tom Ritter had a good ride today and took 17th overall and first 250 Novice. Ritter just barely got that first as Wayne Morgan had been right behind him all day. Third 250 Novice and first over 35 went to John Klug who incidentally finished right behind Ritter and Morgan. Fifteen year old Doug Briges took the 125 Expert class on a Puch. Doug lead the 125 class all the way. Following Doug and finishing four places later was first 125 Novice, Gary Martin. Glenn Finley had quite a time of it and managed to pull off 175 honors. Sometimes it pays to get out of bed after all.

When the first red plate appeared at the finish, it was Tom Wilhoyte (360 Yam) for the overall. Tom now moves up and joins the Novice ranks. 250 Beginner winner was John Steen (Hon). David Taylor put in a good day's work and took the 100 Beginner class, pulling in 11th. Chris Johnson was first 125 Beginner on a Monark and Gary Hicken took the 175 class on a Suzuki.

The Powder-Puff's had a close race today all finishing within a few places of each other. Patricia Staat took the first place.

Hare Scrambles

DRA

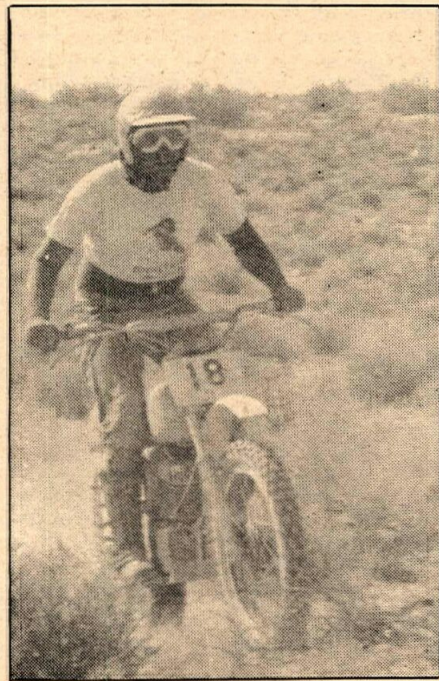
Adelanto, Calif.

July 15, 1973

OVERALL

Rich Mark	Hus
Paul Nyland	Yam
Uncle Gus	Hus
Bill Beard	Yam
Jim Francis	Hus
Dixie Sanders	Yam
Woody Schamel	Hus
John Sands	Yam
Bob Riley	Hus
Paul Greenwood	Hus
175 NOV	
Glenn Finly	Pen
Bill Terpening	Yam
250 NOV	
Tim Ritter	Bul
Wayne Morgan	Yam
125 EX	
Doug Bridges	Puc
Joe Dowler	DKW
100 EX	
Richard Paz	Hod
John Gill	Hon
ALL BEG	
Thomas Wilhoyte	Yam
John Steen	Hon
John Wilhoyte	Yam
Phil Nyland	Yam
Bob Bussinger	Yam
Vincent Andreoli	Yam
Patrick McEvoy	Hus
Rex Sasse	Yam
Mike Grimm	Hus
Dave Berlanga	Yam
125 BEG	
Chris Johnson	Mnk
Dan Bernardino	Yam
175 BEG	
Gary Hicken	Suz
Randall Smith	Yam
100 BEG	
David Taylor	Yam
Mike Lewis	Hod
MINI	
Allen Whitney	Hon
Bob Bence	Hon
POWDER PUFF	
Patricia Staat	Suz
Marge Gregory	Yam

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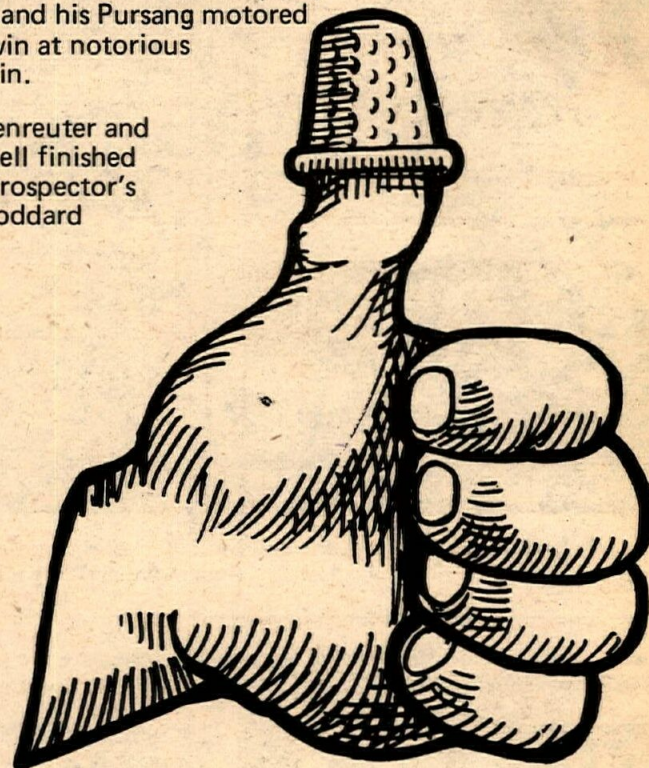
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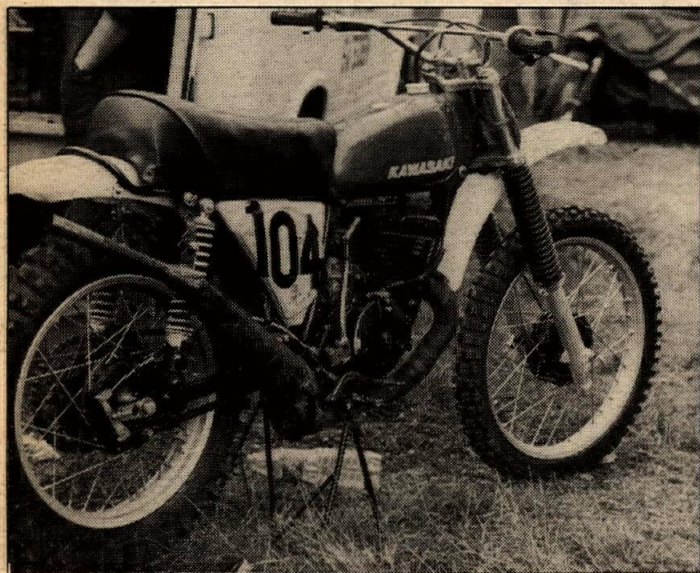


The Flying Dutchman, Van Heughten, destroying haybales. It didn't slow him, however.

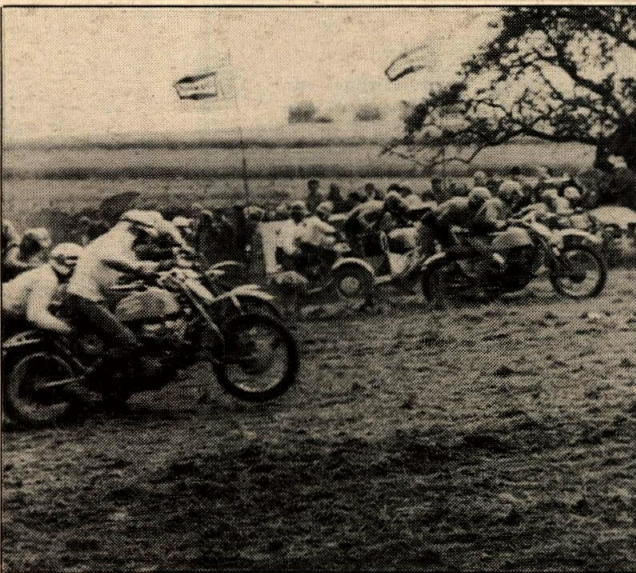


The world's best riders from both the 250 and 500 classes charge. It reads like Who's who: Robert (1), Van Velthoven (2), DeCoster, Geoboers, Weil, Banks, Hansen, Andersson, and Jonsson.

Hansen's Kaw had Maico front forks. Strange; the Maico's don't use Kawasaki front forks.



Andersson of Sweden gets the jump at the start of a sidecar race.



The Mettet-Tiegem 750 Sidecars

Two days of

By Tomie Lafon

METTET, BELGIUM, JULY 22
TIEGEM, BELGIUM, JULY 23

Only in Belgium can one find a two day Motocross with two 500 rides and a 250 ride per day with the tracks nearly 100 miles apart. Just to keep thing lively, the Belgium round of the sidecar championship is thrown in.

At the Mettet round, Bengt Aberg was in fine form. The course was run on the hill sides around a creek with half a dozen 15 foot drop-offs and climbs. Most of the course could be seen from any hill side.

Willi Bauer took the lead on the start of the first 500 round, but Aberg took over the second time around never to lose his lead. Things stayed much the same with Aberg, Bauer, Hakan Andersson, Adolf Weil, Roger DeCoster, and Torlief Hansen playing follow-the-leader. Joel Robert and John Banks were next, coming up fast with Banks going just a hair faster. It looked like the BSA rider was going to get Robert, but, as they were lapping a slower rider, Robert went by him so fast he crashed in the turn. Banks almost hit him and ran off the track, losing a lot of ground and that's how it ended.

The 250 was up after two national classes were run. Weil had the lead with the Kawasaki kid right on his tail. Hansen looked twice as fast but wasn't able to catch the slow-looking, smooth style of the Maico rider. Weil just kept the gas on and never had a thing to worry about as Hansen tried everything in the book to get by.

Gaston Rahier was going very fast and had his best ride of both days, but Aberg put him back to fourth ahead of Robert. Ake Jonsson couldn't get by the J. Laquaye's Belgium Yamaha and had to settle for seventh with Gedders eighth. Banks pulled out after a second row start. He said it just wasn't worth trying to work up. Andersson also pulled out.

The second 500 round started as usual with a Maico in the lead: Weil, with Andersson hot on his tail. Aberg was third, followed by Herbert Schmitz, Jonsson, DeCoster, Van Velthoven and Banks tenth. Schmitz got by Aberg and Andersson went to work on Weil. It took a long time, but Andersson went up a 15 foot bank faster than anyone should. He jumped past and over Weil, going 12 feet up in the air, landing in a vertical position. Everyone thought it was the end of Andersson — and themselves as people fell over one another to get out of the way. But Andersson had everything under control and never looked back. Banks got inspired and flat tracked inside Van Velthoven and two other Belgians on a big sweeper and then went up the big jump almost as high as Andersson. DeCoster got Jonsson as Banks set out to do the same.

On the last lap Jonsson had a 50 foot lead coming out of the last turn, but Banks had the horsepower (!) and closed to within a wheel at the finish. No wonder someone wanted to protest Bank's BSA in the states. It isn't a 500; it's a 499, same bore and stroke, valves and cam timing as the old Gold Star. It measures 85 x 88, not 84 x 90 like the B-50 BSA. I know; myself and Bill Crist were his pit crew for two days.

So ended Mettet with Andersson winning the 500 overall. Aberg fell out giving DeCoster second, Banks got third overall, Ake Jonsson fourth overall. The best four riders over two days is the winner and Andersson is hot.

John Banks, Bill Crist, Drake (my boy), and myself set out to find Tiegem, a very small town in Northeastern Belgium. After getting through Brussels we spent the night in Gent. We were

the best in the world

told Tiegem was only 25 miles away. It took us over an hour to find Tiegem and the track the next morning. We changed a rear wheel on the Cheney that John destroyed at Mettet and sent John our for practice.

After a few laps it started to rain. Things looked grim as the black clouds rolled in. The pits were full of Japanese mechanics. This was going to be better than a GP both 250 and 500 class rider were here and riding both classes plus the sidecars — except for the rain.

At the start Banks was second at the first turn, but there were many pile-ups on the paved section. There was a 15 foot drop-off that landed on the pavement where you had to make a 90 degree turn upon landing. Many forgot to turn. Just for spice there was a tree in the middle of the drop-off, and the road had a barbed wire fence along it. Then you went into the wooded section where the trees lined the track. Ropes were tied to the trees to make the ten foot wide track. A few trees even had a hay bale tied to them. Now to the up and down section where you only had a fence between you going up and the guy coming down. Next it was back into the dark woods and around the pond (one slip and in you went), and, between two trees that were only six feet apart, a right turn back on the start/finish with Gaston Rahier leading Adolf Weil Dewin, Van Velthoven, Andersson, Banks and Robert. Fourth time around it was Weil, Andersson, Robert, Banks. Weil fell out with ignition problems which also had taken Bauer out on the first lap. Robert took over with Andersson second and Banks third. Then Aberg and DeCoster were out, and Everts was third followed by Van Velthoven, Banks and Jonsson. Vic Eastwood, on a Maico now after giving up AJS, passed Geboers and Rahier to take over eighth. On the last lap, Andersson got under Robert coming out of the last turn as they wheeled up the straight and took it by a wheel. The fans went wild as Everts came around in third, Van Velthoven fourth, Banks fifth, Ake Jonsson sixth, Laquaye seventh, Eastwood eighth, Geboers ninth, and Rahier tenth.

The sidecars were up next as the rain started again. This was also a two row start. The race was to lead to a protest by a number of riders to the FIM. Andersson came around first on the 600 Husky twin followed by Descheemaekere, Vanderlaan, and Thompson of England. The three Russians entered didn't show up. Back in tenth came Belgium Dekort.

The 13th man around was Andersson on the 600 Husqvarna again. Something was amiss in the field of 20. What had happened was they got stalled on a hill. The Belgian riders had 10 to 12 people pushing them while poor German Herbert Simon couldn't get any help.

Guess who was 14th man around? The same man who was 10th man around: Belgian rider Dekort now in second place. Smells funny doesn't it? This time 18 hacks made it around. You don't even have to guess who was first around on the third lap. Andersson was second with Thompson third for England. Simon got the Hedlund around on the fourth lap, three laps down.

So ended a bad race with Dekort winning with the help of a large number of Belgians pushing him and holding the others back, the Swedish outfit of Andersson second, and Thompson third.

The 250's were away next and again a Maico took the lead with Weil in the saddle. Willi Bauer was riding shotgun. Geboers was hot on their trail. Roberts was seventh and Banks was eighth. Robert and Banks were up to fifth and sixth next time around. On the third lap, Banks pulled out with cramps. Andersson was back in 10th while Aberg was after Geboers, Roberts was now moving up. Lap five saw the end coming for the Maicos. Bauer's hand was giving out (He hit a course marker at Mettet), and Geboers got by. Robert

passed Aberg and Andersson the Hawk, was moving up fast from his 10th spot. Lap 7 Weil didn't come around as Bauer toured in. Hansen also pulled out. Geboers had it with now Robert second, Aberg third, Jonsson fourth, Van Velthoven fifth, and the Hawk sixth. Lap 9 had all 5 going at it tooth and nail as they came around in a tight group, Robert got it next time around, the Hawk, Geboers, Aberg, Jonsson, Van Velthoven and DeCoster had moved up. On the last lap Andersson flew by Robert to win on the start finish by 33 min. 58.3 seconds to Robert's 33 min. 58.4 seconds. That's close racing. The Hawk beat Roberts by 1.1 seconds in the 500 class giving him three wins and a third.

After much protesting in the pits among the riders, the side cars were lining up. Englishman Thompson took the lead at the start followed by fellow countryman J. Elliot. The Husky twin of Andersson (not Hakan) was third. That Andersson name sure is a go-fast name. Dekort was seventh, Hebert Simon was 18th. The Belgium starter made sure Simon got a second row start. It sure don't pay to be a German rider in Belgium. Dekort moved up to fourth next time around. Old Boer Dirks was sixth on a Norton. Just about everyone rides a Norton.

Things stayed the same up front, but back at the rear Simon was flogging the big Hedlund single, passing wherever he could. Hay bales were torn up all along the track. Many places were only just wide enough for one to fit. Simon had the big 622 Hedlund up to 13th on the fifth lap. One mud covered outfit high-sided and was up and gone without losing a place or killing the engine. The first four were still the same only a little closer together. At the end Thompson won, Elliot was second, Andersson third, Dekort fourth, and Herbert Simon fifth. What a ride Simon put in! The first five places used four different type engines: Two XX Norton four-stroke twins, a two-stroke twin, a two-stroke triple, and a four-stroke single. But all used Wasp outfits.

Last race of the day was the second 500. It was getting late, and there wasn't much light with the heavy cloud cover. It was really dark in the heavy wooded section. All day it would rain, stop and the sun would shine, then rain some more, off and on all day.

Torlief Hansen took the lead on the first lap. A Kawasaki had the lead for a change and not a Maico. Wait a second, Hansen's Kaw has Maico forks on the front, so part of a Maico is in the lead anyway. Robert is second and the Hawk, Andersson, is third, followed by Weil and Banks. Then the Hawk takes Robert and Hansen. Weil still fourth but Ake Jonsson passes Banks. There's a big crash and Hansen takes over again followed by Roberts, Weil, Jonsson, Van Velthoven, Banks, DeCoster and Aberg. Andersson tours in 15th and that's it for the Hawk. DeCoster gets by Banks as Weil leads. Aberg is out. Sixth time around Weil on that old four speed Maico has a big lead over Robert and Van Velthoven.

Lap 7 saw a big change. Ake Jonsson moves his Maico — looking Yamaha up to second followed by Van Velthoven, Hansen, DeCoster, Banks and Robert. Jonsson has really got the gas on. He closes to within 10 seconds of Weil at the finish, Van Velthoven and DeCoster finish less than two seconds behind. Then comes Robert, Banks and H. Schmitz, a minute behind Banks.

That's it for two days of great races. Hakan Andersson wins the two day Mettet Tiegem challenge with 55 points, Weil was second with 38, Jonsson had 35 as did Robert. Aberg scored 33, DeCoster 29, Van Velthoven 24, Hansen 23 and Banks 19.

Dekort wins a three way tie with Andersson and Thompson on time but is being protested by the Dutch team and a number of other riders.

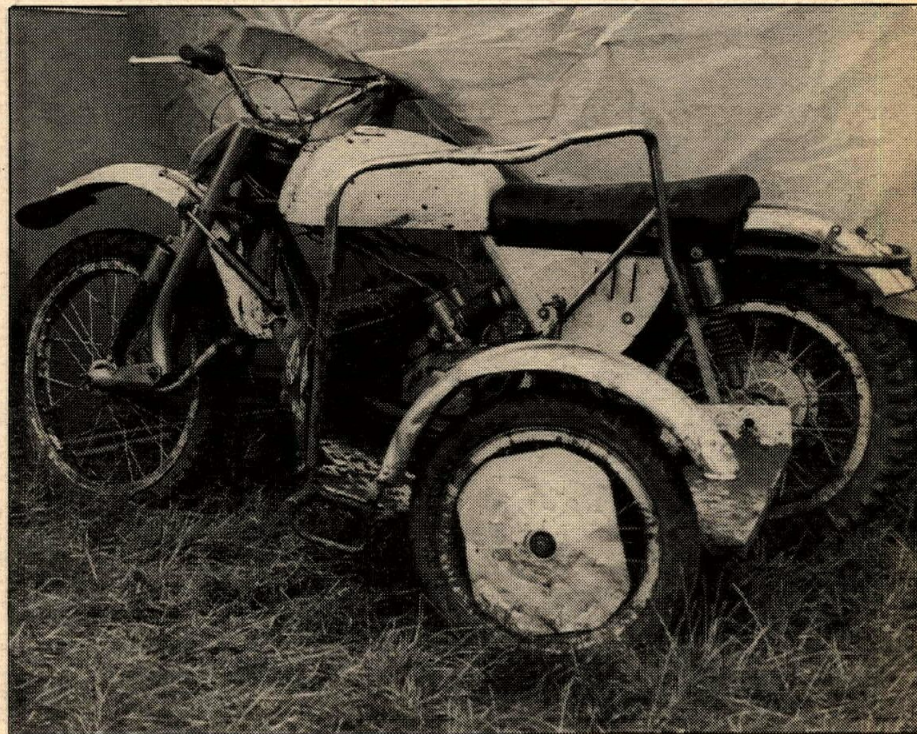


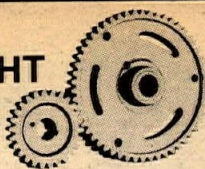
Banks and Geboers chat before the first 500 event.



Banks doing business.

The 600cc Husky twin in Andersson's sidehack.



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Cycle News North



Ron Self (Mai) won both the 250 and Open Senior classes.

Ron Self Returns to Sunnyvale

By Steve Castillo
Photos by Bob Anderson

SUNNYVALE, CAL., JULY 29

Ron Self, Maico rider for Trophy Cycles in Mountain View, returned from racing in Southern California and showed what he learned in the form of advanced racing skills. Self, who gets fair starts most of the time, now works by riders with superb ease and confidence. Ron showed good skill also by winning both 250 and 500 Senior motos.

Len Macchiarella (Mon) and Mike Middleton (Mai) were just a few of the riders he had to contend with in the 250 Senior class, not to mention a host of over enthusiastic Intermediate riders.

Self took the win with ease in the 250 class but had to work for it in the 500 Senior moto. Jon Dieu (Yam YZ) was the rider Self had to contend with in that race, but using patience and skill he overcame Dieu for the win.

Paul Turner (Suz) from Woodside had an interesting problem. Paul had won his first moto in the 125 Junior class but his rear wheel began to come apart towards the end of that race and things looked bleak for Paul starting the second moto. Paul was in luck today as his Mom had borrowed a Suzuki rear wheel from the good folks at Jensen's Cycle. With the new wheel Paul took the win in his class and now will be looking for the win in the 125 Intermediate class.

RESULTS

MINI: 1. Roy Seiber (Hon). 2. Chuck Foster (Hod). 3. Neil Snarr (Hon).
OLD TIMERS SR: 1. Scott Booth (Suz). 2. Jack Lewis (Bul).
OLD TIMERS JR: 1. Frank Leever (Mai). 2. Fred Whittier (Pen). 3. Dick Olsen (Mai).
100 JR: 1. Pat Noland. 2. Gary Levernz (Yam). 3. Al Draeger (Yam).
125 JR DIV I: 1. Paul Turner (Suz). 2. Phil Wells (Bul). 3. Leo Bisardi (Suz).
125 JR DIV II: 1. Ken Guilbert (Hus). 2. Kevin News (Suz). 3. Shawn Grossman (Hon).
250 JR DIV I: 1. Dan Ford (CZ). 2. Phil Wells (Bul). 3. Kim Watts (Hus).
250 JR DIV II: 1. Scott Hickson (CZ). 2. Jerry Ebert (Yam). 3. Rick Krueger (Yam).
OPEN JR: 1. Gordon Peice (Suz). 2. Angie Zangrando (Mai). 3. Jim Sullinger (CZ).

Bowl. That event was highlighted by a tie for the first position between Kim Jorgensen and Ron Alsop. The duplicate points awarded tightens up the race for second spot and the competition once again becomes fierce as the last half of the season starts out.

One of the elder statesmen of riding, Ray Huff, won the 500 Expert Main at Lodi and jumped two positions up the list to eighth; the 42 year old mechanic is once again in the hunt. It was Kim Jorgensen again fighting him for the lead but Kim wasn't that close.

One new rider to watch in upcoming events is Steve McKibbin, San Francisco type who is consistently winning the 500 Novice class on his Yamaha. That kid Pietruszkiewicz has made it into the Junior ranks and won himself a third placing at Lodi.

MacDannald Marathon

By William Spencer

FREMONT, CAL., JULY 22

Once a month during the summer months, Fremont Raceway opens its gates to the marathon racers and today's run was exceptional in two ways: the large turnout and the fantastic racing.

Just before practice started, 83 entries were signed, up and the success of the day was assured with 58 little bikes starting out the morning's runs. It was of no surprise to see the Dave King, Rod Simas Penton take the early lead, but by the same token it was also no surprise to see Troy Durham take over when the King Penton faltered. Durham rides the two hour events by himself and seldom fails to make it out of the top three and usually wins.

Today he had his hands full of Chal DeCecco and Jeff Cole on a Cycle Imports Suzuki, and, although he finished on the same lap, he was nearly a half a lap back. Not bad for a two to one effort. Slipping into third after a bad tumble and bike problems was Scott Austin/Dave Rosenquist team. They had been running third for about 12 laps at the half way point but had problems that put them back to seventh and they did an excellent job of making up the time.

The same goes for the King/Simas team who dropped from third to 14th on the opening laps. While they pretty much considered themselves out from that point, the hard charge to the front paid off leaving Eric Jones/Steve Butschy team fifth and Reggie Kittrelle sixth after having spent most of the event in third. Reggie's lap chart showed the energy crisis at its worst; the last 20 minutes saw him drop the three spots.

The best action of the day came in the 250 with off road ace Neil MacDannald showing up on his trick Elsinore. Neil led the early standings of District 36's Black Plate Scramblers but had to retire from that circuit when the

Smith Hustles Black Plates

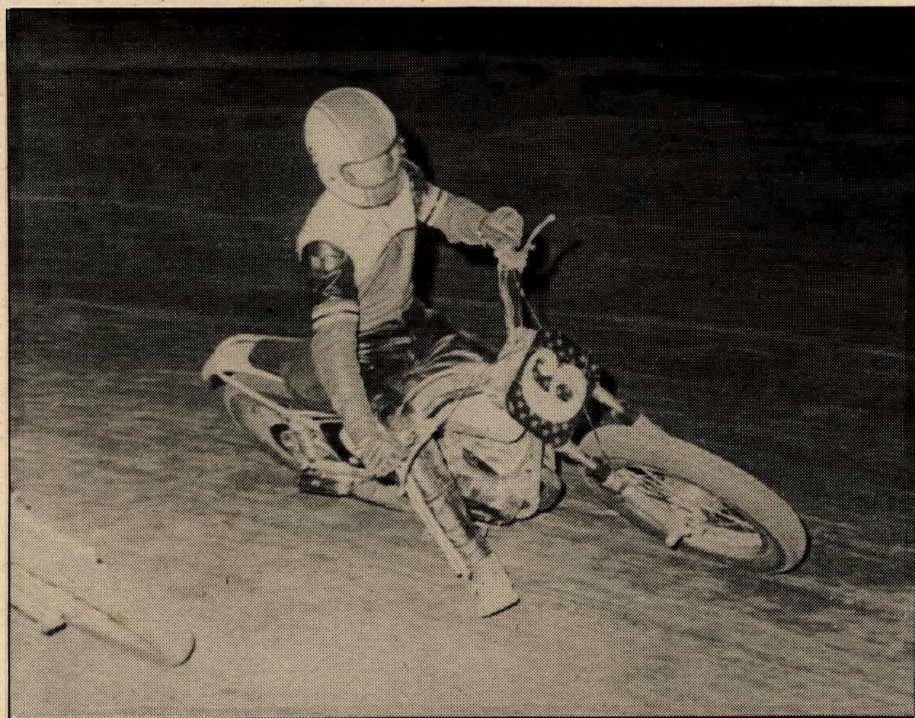
By William Spencer

LODI, CAL., JULY 20

FREMONT, CAL., JULY 21

Mark Smith continued his domination of the Black Plate Scrambles with two wins at Fremont Raceway on Saturday night despite not having gained one point the night before at Lodi Cycle

Mark Smith and his wonder Yamaha continued their scrambles streak.





Neil MacDannald shows the way to win a marathon by three laps.

boys hit the smooth traction, something that he really doesn't care for. At the end of the grueling two hours he was a whole three laps in front of the field. There was no doubt in anyone's mind that he had won and won big, all were suitably impressed.

Jeff Mullins and Dave Marcin teamed to take the second spot. These two know how to pace themselves.

The Open run had only one surprise for its winner, Gary Vanderpool. He didn't fall while on his way to the win as did at the last outing. Gary is an Expert scrambler who didn't get enough riding in as a kid and so is now into the long stuff.

Again the team of Jeff Cole and Chal DeCecco were up near the top and took the second overall while Kip Culver kept his 500 BSA in shape and took the third finish, just in front of Dave Etchinson and Steve Kennedy's Yamaha.

Pat Barnhill survived a super endo and he and teammate Nate Topolar got the last trophy.

Results:

125cc: 1. Chal DeCecco/Jeff Cole (Suz); 2. Troy Durham (Pen); 3. Scott Austin/Dave Rosenquist (Hon); 4. Dave King/Rod Simas (Pen); 5. Eric Jones/Steve Butschy (Suz); 6. Reg Kittrelle (Suz); 7. Ernie Camarena/Wes Morrell (Hon); 8. Jim Osgood (Pen); 9. Jim McMurray (Hon); 10. Al Dalrymple/Jeff Vallance (Hon); 11. Shawn Scarlett (Pen); 12. Randy Worcester/Bob Keller (Suz).
250cc: 1. Neil MacDannald (Hon); 2. Dave Marcin/Jeff Mullins (Hus); 3. Bob Rathburn/Jeff Hallock (Hon); 4. John Silva/Tim Navarro (Mai); 5. Jim & Bob Vickery (Yam); 6. Glen Smith/Marc McHale (Yam); 7. Mark Battalion (Suz); 8. Al VanBuren/Dale Wooldridge (Suz); 9. Jim Bragno/Mac Robertson (Hon).
OPEN: 1. Gary Vanderpool (Hus); 2. Chal DeCecco/Jeff Cole (Suz); 3. Kip Culver (BSA); 4. Dave Etchinson/Steve Kennedy (Yam); 5. Nate Topolar/Pat Barnhill (Mai).

Glen Smith shows one way to get to sixth at the Fremont Marathon.



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It's time to go.

AME: Pros show for dough

By Tom Corley

VALENCIA, CAL., JULY 29

Stars like Bill Payne, Ken Zahrt, Jim West, Jeff Vidic, Rex Staten, Danny LaPorte, and Eddie Cole set the scene for the American

Motocross Enterprises \$1000 purse race at Indian Dunes Sunday.

For the North-South Challenge, there were several top racers who traveled from around the Santa Maria area including Joe Cushaway and Sherman Schneller, but in comparison to the South's guns there was no real challenge.

Have you ever raced with a stuck throttle? Well, the first Senior moto of the day saw the 125's doin' it on purpose. Danny LaPorte had to in order to keep ahead of Eddie Cole of Horizons Unlimited on a KTM Penton. LaPorte had a rev tuned Mettco Penton. LaPorte cleaned up the usual Cole monopoly and took a second with two first for the overall dough above Cole and Ken Zahrt from Bay Area Bultaco.

True racers from near all top shops crowded the starting gate in the 250 Seniors as \$107 winner Jeff Vidic shoved ahead of Bill Payne and Zahrt.

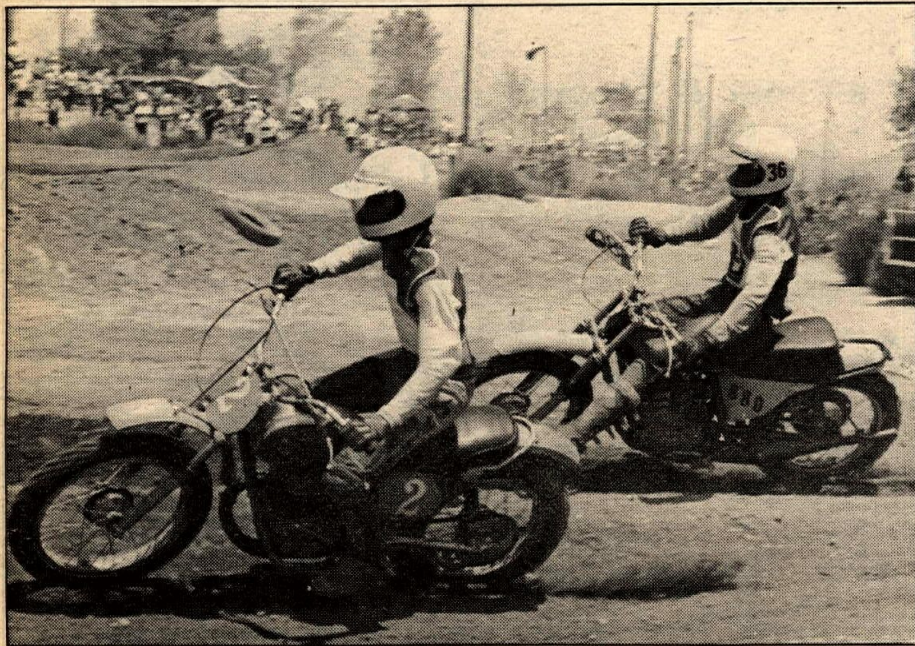
In the 500 Seniors American Motocross racer Rex Staten was in the money until his back wheel hook-up screwed-up in the last moto. Bill Payne who was decreasing speed in the third moto from a long day of racing, victored this class and socked it to

runner-up finishers Ken Zahrt and famed Jim West on a Hatevarna.

Results:

POWDER PUFF: 1. Dolly Hays (Yam); 2. Sue Hall (Pen); 3. Lori Payne (Ric).
MINIS: 1. Jerry Shore (Ind); 2. Tim Hoover (Ind); 3. Steve Keyon (Ind).
100 BEG: 1. Craig Cole (Pen); 2. Junior Colson (Yam); 3. Rick Thomas (Yam).
100 JR: 1. Angelo Barbera (Pen); 2. Jim Roy (Yam); 3. Gary Denton (Yam).
125 BEG DIV I: 1. Mike McClure (Suz); 2. Leon Beauchemin (Suz); 3. Martin Fournier (Suz).
125 BEG DIV II: 1. LeRoy Anderson (Yam); 2. Shawn Herrington (Suz); 3. Mike Barber (CZ).
125 JR: 1. Nick Hale (Pen); 2. Rob Rollins (Bul); 3. Greg Oesch (Suz).
125 SR: 1. Danny LaPorte (Pen); 2. Eddie Cole (Pen); 3. Ken Zahrt (Bul).
250 BEG DIV I: 1. Manny Anguco (CZ); 2. Rick Hanley (Hon); 3. Scott Jensen (CZ).
250 BEG DIV II: 1. Scott MacDougal (CZ); 2. Scott Blakney (Suz); 3. Ronnie Cordoza (Hon).
250 JR DIV I: 1. Fulton Tidwell (Hon); 2. Chris Trebon (Suz); 3. Steve Miller (Hon).
250 JR DIV II: 1. Ken Greene (CZ); 2. Guy Barber (CZ); 3. Joseph Suebert (CZ).
250 INT: 1. Tom Bates (CZ); 2. Rich Leonard (CZ); 3. Brad Lynch (CZ).
500 INT: 1. Allen Griswold (Yam); 2. Bill Ring (CZ); 3. John Wozniak (CZ).
250 SR: 1. Jeff Vidic (Mai); 2. Bill Payne (Mai); 3. Ken Zahrt (Bul).
500 BEG: 1. Don Erlwine (Bul); 2. Jose Fierro (Suz).
OLD TIMERS: 1. Del Carroll (Mai); 2. Bob Hunter (Yam).
500 JR: 1. Paul Knabb (CZ); 2. Ken Parry (CZ).
125 INT: 1. Michael Gibson (Pen); 2. Jack Boles (Mon); 3. Bob Hunter.
500 SR: 1. Bill Payne (Mai); 2. Ken Zahrt (Bul); 3. Jim West (Hus).

Big names and big money. Staten dogs Zahrt (2).



Lunde's Week



Tim Lunde (C6) leads the pack.

CMC Ascot

By John Bethea

GARDENA, CAL., JULY 25

Tim Lunde and Ray Lopez thrilled the largest CMC nighttime crowd ever tonight at Ascot Park by exchanging leads 10 times in the five-lap final moto, and it resulted in the winner being determined only in the final few feet.

Lunde (Pen) won the first moto and Lopez (Pen), the second, to set the stage for the finale. From the drop of the gate the two 125cc Experts started riding side-by-side. Tim led after the first lap, but at this point the passing began. Swapping the point back and forth, the evenly-matched pair concluded with lap two in position of Lopez. Back came Lunde to claim lap three and back came Lopez to claim lap four. Lunde moved alongside, pulled a wheel ahead, then Lopez shut the gate.

Two turns from the end, Ray still held the head honcho spot, but Tim got the drive off the soft jump in the dash for the checkered, squirmed alongside and pulled it out by a few inches at the flag. It was the second week in a row Tim had topped Ray in this class.

Dave Pessy closed to within one win of the all-time CMC Ascot 250cc Expert Career win record of 19 held by Tim Hart. This means that Wednesday night, Dave is out to tie the record. Mark Tyer's CZ followed Pessy's Ossa for second place, point-wise far ahead of Maico's Billy Payne, whose bad final moto made the difference.

Payne also had a bad second 500cc moto and that forced him to third overall in that class, too. Joe Scotland, who had never won a 500 Expert overall here, topped the first and added two seconds to his performance to garner the top spot ahead of secondmoto winner Bill Rubly, Maico and CZ mounted respectively.

CMC Point leader Randy Myers guided his Bultaco to a fifth in the 250 class, upping his total to 1424 while Nelson Whitehill's 13th in the 125's dropped him a few more points behind in second at 1267. Dave Eropkin, riding his Bultaco for the first time as a 125 Expert, managed only 17th, but it was good enough to move him into the four-figure group at 1001 and fourth in the standings behind presently-without-a-ride Mark Anderson (1026). Tim Lunde is in sixth and closing at 985.

Pat Mulvihill (CZ) scored the 500

Intermediate win in a sweep against four other riders while his counter-part winners Martyn Widgery and Don Jensen each saw one moto flag out of first. Jeff Jennings scored the win over Widgery in round one of the 250's and Jensen slipped to fifth in round two of the 125's.

The winner-take-all style of finals were needed to determine the 100, 125 and 250 Juniors and in those Louis Morrison (Hon), Steve Tiete (Yam) and Rick Anaya (CZ) received the wins.

John Fry (Yamaha) played second to Mike McDonald (Mai) in the first pair of 500 Junior motos, but won the final and with it the overall as Mike dipped to a misfortunate 10th.

In the minis, 11 year-old Tim Ochoa staged a sweep and copped three-time second-place finisher Rick Bruhanski.

CMC Irwindale

By John Bethea

IRWINDALE, CAL., JULY 27

Tim Lunde was at it again tonight. The Penton rider from Redondo Beach made it three overall wins in as many nights by topping the 125 Experts with two wins. Bruce McDougal (Pen) was his closest rival in with two seconds and a third while Ray Lopez (Pen) could only garner third with a fourth, third and second. The win puts him into fourth place in the CMC Point Standings, just one shy of Mark Anderson's 1026 total.

Dave Pessy and Tim's brother, Chuck, took turns winning the 250's with Dave on top at the end with the most. Lunde could only get a second and fourth to add to his final race first. Danny McKee (Mon) was third.

It's been a long time since Jim West (Hus) appeared in a CMC nighttime winner's circle, but he did it tonight by defeating the hot Joe Scotland in the 500's. His bid for a sweep ended in the second moto when eventual third overall Joe Johnston (Hus) won.

Tag Turner (Pen) swept the 125 Intermediates while Ted Hamner (Yam) and Buttons Saddler (CZ) took the 250's and 500's respectively.

In Junior Final showdowns, Joe Aragon notched the 100 win, Dale Denning (Pen) the 125 and Steven Potts (CZ) the 250. Mark Lawrence (Yam) had a 3-1-1 tally to top the Minis and Tom Lansford (CZ) aced the 500 Final.

By John Bethea

CARLSBAD, CAL., JULY 29

Tim Lunde's bid for a week-long CMC 125 Expert sweep ended in the final round today when his Penton tossed a flywheel and blew the sidecase while running second here at Carlsbad Raceway.

Second was all he needed to win overall and he had it secured while running behind Marty Smith (Mnk), who failed to finish the first moto due to countershaft sprocket problems. His closest rival was Penton-teammate Ray Lopez in third. Had he won, it would have been the first time in CMC history that a rider had scored such a sweep.

When the incident occurred, right in front of the scoring tower, Lopez took over the overall lead a full eight seconds behind Smith in the moto. Ray took second to Lunde in round one.

The race began as the toughest battle of the day. Scurrying away from the rest of the pack, Lunde and Lopez took turns exchanging the lead with Smith tucked neatly 15-yards back in third. It went that way about four laps over the International GP course when suddenly Marty got the drive and passed them both.

For two more laps they remained as tight as can be, then Smith began to slowly creep away while Lopez just as slowly dropped off the pace. Then Lunde's problem occurred, and the entire "preview of the 125 GP in Missouri" evaporated. Lopez won overall with Lunde, dropping out in eighth, taking second. Bob Maxwell (Pen) took a pair of thirds to third overall with Smith fourth.

Team Husky rider Billy Clements tried for a two-class win, but a spill while running fourth on the first lap of the second 250 stopped it cold. He remounted in last place and rode the next eight laps in frenzied, WFO fashion, working back to fourth. By that point he must have seen it was rather hopeless so he cooled it slightly to save strength for the 500.

In the first moto he and Marty Moates (CZ) had a wild race before Marty had troubles on the hill and finished second. Marty broke to the lead in the final and breathed a lot easier when Clements went down. Marty was never headed and ran away to the easy win and first overall, his first as a CMC Expert.

What he failed to do in the 250, Clements more than made up for in the 500 by winning both ends of the class hands-down over Mike Yorba. It was one of Mike's best rides ever, which is really amazing since his wife is expecting a child any minute already two months overdue.

Rick Hachey (Suz) straddled the starting gate for the first time as a CMC Intermediate in the 125 class and had a hard time in the first moto, finishing 14th. The butterflies disappeared quickly, though, as he finished the day with two thirds for third overall behind Jim Felton (Pen) and Steve Bartley, who took turns taking first and second. Geoff Howe (Hus) won the 250's and Bill Shepard (CZ) the 500's.

Only two Juniors completed a three moto sweep of their classes. Curt Skinner (Suz) did it in the 125 Div. I and Charles Dickenson (CZ) in the 500s. Other winners included: Rudy Sayers (100-Hod), Mark Jeffari (125 I-Suz), Jerry Armstrong (250 I-CZ), and Jack McCormick (250 II-Yam).

Results:

100 JR: 1. Rudy Sayers (Hod); 2. Brian Kirby (Kaw); 3. Jerry Raymer (Yam).
125 JR: 1. Mark Jeffari (Suz); 2. Steve Blazek (Suz); 3. Jay Plag (Suz).
125 INT: 1. Jim Felton (Pen); 2. Steve Bartley (Suz); 3. Rich Hachey (Suz).
125 JR II: 1. Curt Skinner (Suz); 2. Randall Carter (Pen); 3. Steve Haase (Suz).
125 EX: 1. Ray Lopez (Pen); 2. Tim Lunde (Pen); 3. Bob Maxwell (Pen).
250 JR I: 1. Jerry Armstrong (CZ); 2. Steve Cottrell (CZ); 3. Eddie Kubota (CZ).
250 JR II: 1. Jack McCormick (Yam); 2. Robert McBroom (CZ); 3. Tim Marsh (CZ).
250 INT: 1. Geoff Howe (Hus); 2. Kory Andrew (Mai); 3. Rich Ashby (CZ).
250 EX: 1. Marty Moates (CZ); 2. Billy Clements (Hus); 3. Richard Grafton (CZ).
500 JR: 1. Charles Dickenson (CZ); 2. Tony Lanzarone (Mai); 3. John Fry (Yam).
500 INT: 1. Bill Shepard (CZ); 2. Al Ortiz (Mai); 3. Mark Peters (Mai).
500 EX: 1. Billy Clements (Hus); 2. Mike Yorba (Bul); 3. Ted Weeks (CZ).



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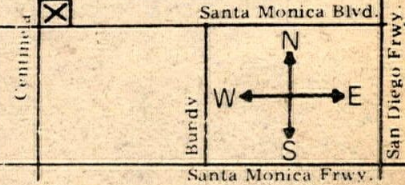
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By Gary Van Voorhis
Photos by Bob Lenk

PEORIA, ILL., AUG. 5

Peoria has always been hot (temperaturewise), but then so is hell; that's what the 25 lap TT National was for some of the riders, yet for others it was heaven. Winner Mert Lawwill and place and show riders Ken Roberts and Dick Mann fall into the heaven category, while Jim Rice, Dave Aldana and Scott Brelsford would agree that for them Peoria was hell.

The first few laps of practice saw Norton rider, Dave Aldana, attempt to break distance records over the improved Peoria jump, going higher, further and neater than any of the other riders there and, in the process, almost busting his butt while attempting a graceful landing and getoff at the same time. Aldana thought the soaring was fine, but the other riders didn't agree — enter one road grader and various other pieces of equipment; exit nearly one foot of dirt off the top of the jump. The result was to keep most of the riders from orbiting, while Aldana kept up his search for greater heights.

A short, sweltering time later time trials commenced, and when the 44 riders were through the year old track record (29:61), held jointly by Harley riders Jim Rice (BSA then) and Mert Lawwill, had been rewritten by the Yamaha of Ken Roberts with a smooth 29:56 on a (supposedly) slower track.

Heats

Roberts proceeded to win Heat one but it was not as easy as one might have expected. The main competition came from a hard charging Scott Brelsford and Dick Mann who kept Roberts on the throttle constantly. Al Kenyon and Terry Dorsch waged a battle for fourth, with the nod to Kenyon at the flag.

Jim Rice took Heat two by the largest margin of victory of the four Heats over Gary Scott and Dave Schl. Scott ran third for the initial nine laps, then powered into second on the only lap that really counts.

Rex Beauchamp led the first lap of Heat three, followed closely by Mert Lawwill, but it turned out to be a short moment of glory for Rex, as Aldana did a ground-sky belly-up performance and brought out the red flag. Three cheers for David and his imitation of Aldana doing an "Aldana." The restart found Aldana going banzai again in a futile attempt to catch a fleet Lawwill. Randy Scott finished third, while Rex Beauchamp, in fourth, found himself on the way to the Semi.

Castle Rock TT National winner Chuck Joyner held off a persistent Don Castro for the win in Heat four. Eddie Wirth and Chuck Palmgren staged a ten lap duel for third, with Palmgren edging out Wirth at the flag.

We now switch to the motor maid review, cop complete, with long distance award, etc., following by a

Peoria TT to Mert!



Aldana (13) went the farthest over the jump and crashed the most, but Mert (7) was the man smiling the biggest in Victory Circle. Aldana had motor problems.



skydiving aerial display — end of commercial.

Now we go to the pits for a lot of twisting, sweating, tightening, sweating, changing, sweating, rechecking, sweating, tire cutting, sweating, gear changing, sweating, tire checking, sweating and all the other neat things you do on a hot Sunday afternoon at the Peoria National.

A long list of riders remained to fight it out for the remaining four spots left on the National grid; mostly the West Coast riders, who ride TT like we do half-miles. Al Kenyon, Eddie Wirth, Terry Dorsch, Gene Romero and Ike Mizen are Ascot TT regulars, while Pat Marinacci and Sonny Burres come from the land of TT (Washington and Oregon) and the Cal Rayborn-Rex Beauchamp duo were itching for a few national bucks.

Semis

The first Semi went to Terry Dorsch, followed by Al Kenyon, who could get close enough to read the decals on Dorsch's rear fender but no further; everyone else was trophy race bound.

Semi two was won, with a tremendous effort, by a guy who is so used to riding those little oval races they call short track that they say he can't ride anything else; indeed, it was Mike Gerald's second TT. Gerald ran third for the first half of the race behind and sometimes in between Ed Wirth and Gene Romero, then barged by both and held on to win from a surprised Romero. The Cajun kid even amazes himself sometimes, and this was one of them. The National grid was filled. •

Sonny Burres survived a penalty line start, two restarts and a lot of Cal Rayborn's dust before finally picking up the win in the lengthy Trophy race. Pat Marinacci and Clarence Wells got dinged in the first crash, while Gordon Dusenberry and Keith Ulicki tangled in crash two with only Dusenberry able, of the downed riders, to restart. Buddy Powell was a close third.

Main

The three row start for the 16 rider National caused Gene Romero to quip (from his back row position) that "they should run the race in the opposite direction so that I would be on the front row." On a narrow track like Peoria any disadvantage is magnified.

Dave Aldana used the two minute stall on the starting line to do some last minute surgery on his (two crashes) Norton; Dave then proceeded to show everyone where the lead was, as he outgunned the field out of turn one.

Jim Rice got a good start, but somehow got crossed up in traffic, went down, and lost almost a full lap in restarting, injuring his left ankle.

Aldana began to motocross the jumps in the early laps but couldn't shake a determined Mert Lawwill and Scott Brelsford who were close behind. A short gap separated the front three from Roberts, Gary Scott, Dave Sehl, Chuck Palmgren, Don Castro and Dick Mann; a small herd containing the rest of the pack followed chased by a blitzing Jim Rice.



Mert leads Aldana (13) and Gene Romero (3).

Aldana broke, Brelsford crashed and Lawwill became the 14th winner in 16 nationals.

Lawwill finally zapped Aldana off the jump on lap 11 and began to pull away, as Aldana's engine appeared to sour, spitting puffs of smoke every time the throttle was backed off.

Lap 14 took its toll as Scott Brelsford wrinkled his machine in the tricky turn one-two, leaving Roberts in a safe second ahead of Aldana, Dave Sehl, Mann and Gary Scott. Scott appeared to be lacking something, as he circled in fifth place, being pressed to hold position rather than charge.

Mann almost saw his chances go over the handlebars, as he slipped from a

footpeg landing after the jump and got the gollywobbles before saving it. Roberts, a few laps later, laid his Yamaha down on turn one-two but was back up and away quickly enough to lose position to only two lapped riders; however it took the pressure off Lawwill.

Mert kept WFO to lap 20 when he realized that the race was 25 laps, meaning another five busting, bone jarring laps to go. He finished a good margin ahead, too tired for a victory lap. Palmgren and Dorsch eased by Scott for fourth and fifth with two laps

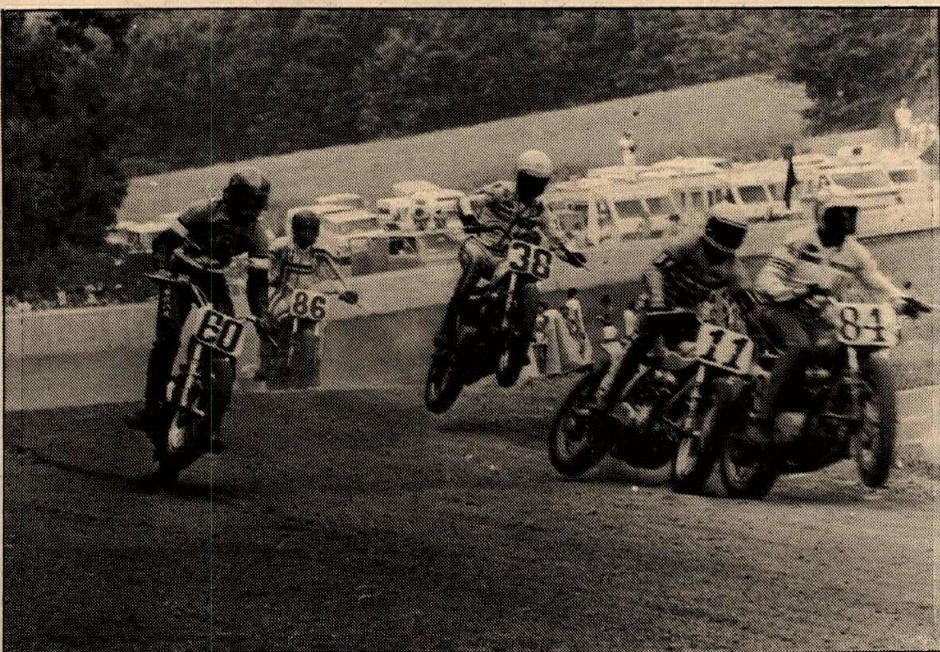
to go; Aldana nursed his way to seventh, the sun hid behind a cloud, and a breeze began to blow.

Oh yeah, there isn't any competition on the National circuit; it was only the 14th different winner in 16 races.

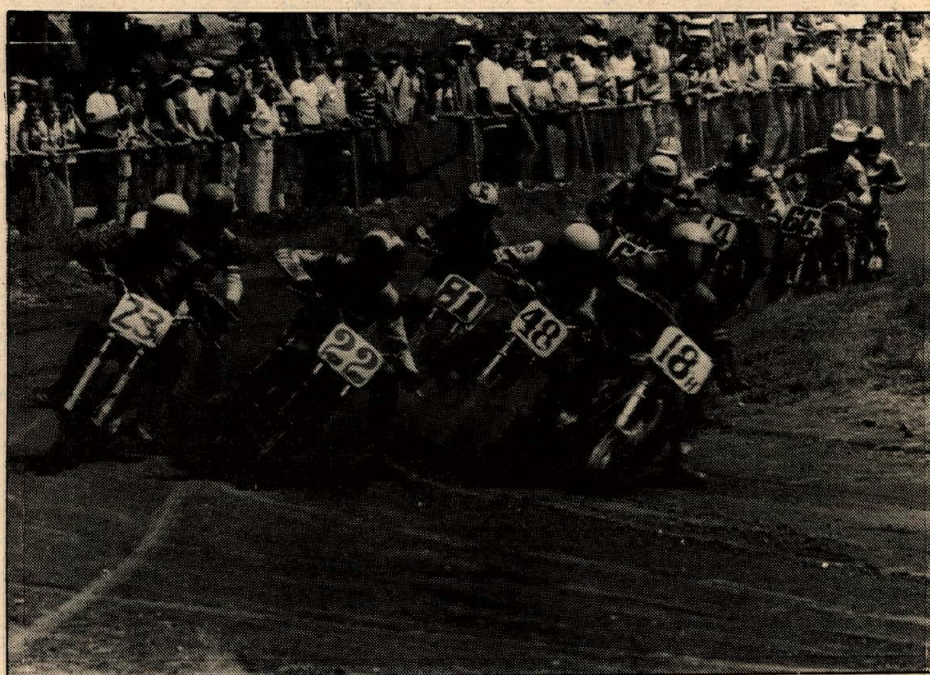
RESULTS

1. Mert Lawwill (H-D). 2. Ken Roberts (Yam). 3. Dick Mann (Tri). 4. Chuck Palmgren (Yam). 5. Terry Dorsch (Tri). 6. Gary Scott (Tri). 7. Dave Aldana (Nor). 8. Don Castro (Yam). 9. Gene Romero (Tri). 10. Al Kenyon (Yam). 11. Jim Rice (H-D). 12. Dave Sehl (H-D). 13. Mike Gerald (Yam). 14. Randy Scott (Tri). 15. Scott Brelsford (H-D). 16. Chuck Joyner (Tri).

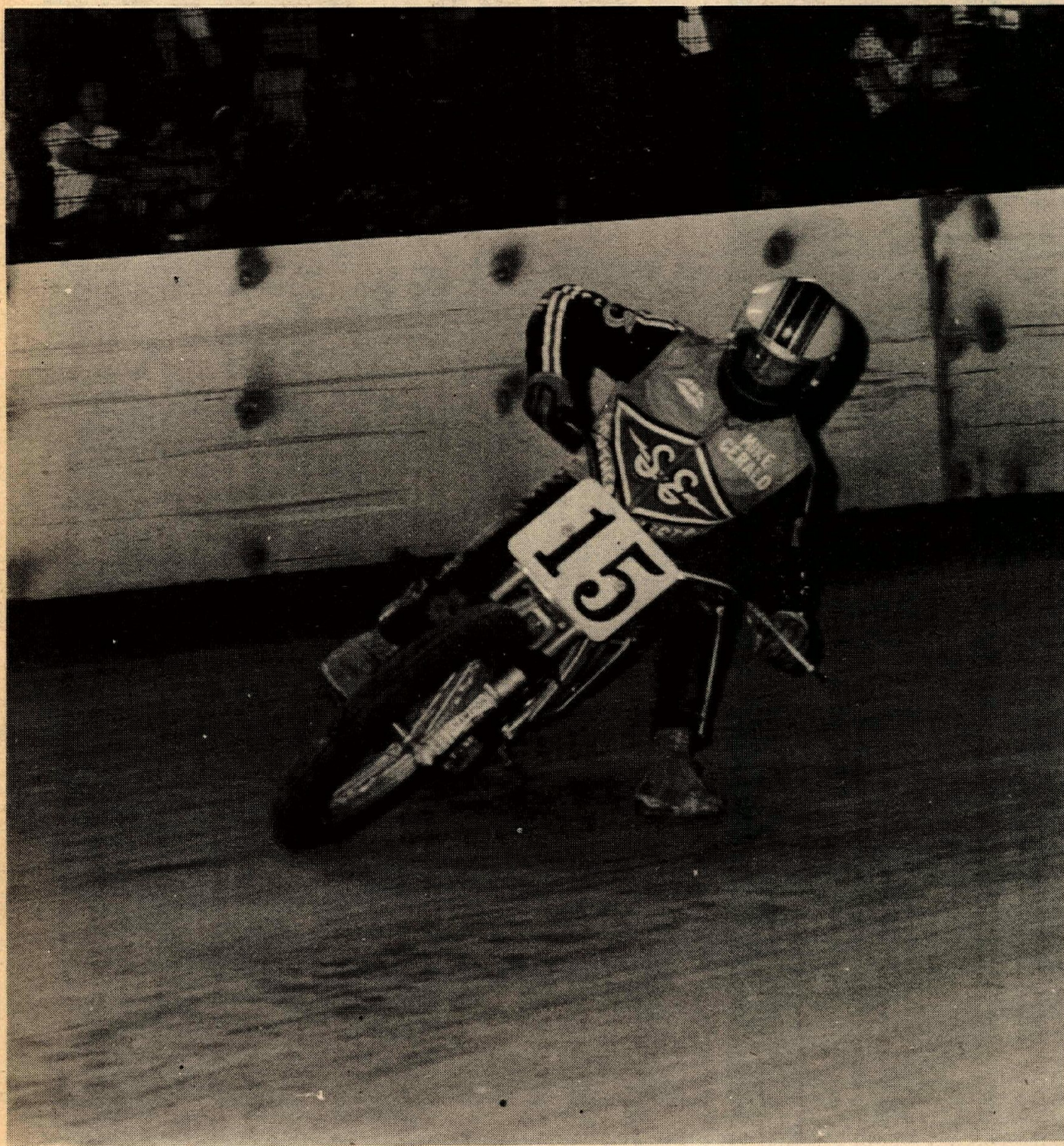
Things get tense and tight in heat racing as Don Castro (11) and Scott Brelsford (84) get close. Chuck Joyner (6) does a cross up and Chuck Palmgren (38) flies.



Terry Dorsch (22) won his heat from all these people.



Mike Gerald's Second Santa Fe



Mike Gerald sped to his second Santa Fe Speedway Short Track win in a row.

By Gary Van Voorhis
Photos by Bob Lenk
HINSDALE, ILL., AUG. 3
**Cajun Kid Sweeps
Santa Fe**

Santa Fe Speedway hosted its thirteenth Annual Short Track National, and when the action was over it was 1972 again: Mike Gerald, Don Castro, and Darryl Hurst ascended the winners podium to accept their trophies in the same order they did last year. The coincidence even carried to fourth place as Ken Roberts repeated.

On the podium winner Mike Gerald grinned his best grin and was so elated that he couldn't stand still, alternately swigging champagne, congratulating Don Castro on his second place ride, gladhanding his teammate, Darryl Hurst, and calling for his girlfriend. Darryl smiled and Castro shared his piece of the stand with the foxiest trophy girl around.

Cast of Characters:

No Names Have Been Changed

Mike Gerald looked beat as he slouched in a chair near his van before the start of practice. The visible nervous energy, the glib Cajun homilies, and the everpresent Gerald smile were strangely absent, replaced by a quiet thoughtfulness or perhaps just a conscious conservation of energy for the task at hand. "I've been sick lately with the flu, and I don't feel as strong as usual but if I can make the Main and last the 25 laps, then I think I can win."

If Mike was sick then racing was his cure and doctor. He set fast time (the only rider to break the 15 second bracket — 15:96), won his heat by a wide margin over Mike Kidd, then did the Cajun shuffle for 25 laps to win his second consecutive Santa Fe National.

Don Castro placed second in the National, picking up 120 National Points in the process with a relatively easy ride. Castro lapped in second place but was only able to loosen up a bit after Rex Beauchamp's engine swallowed a valve on the twenty-second lap. Starting from the penalty line in the heat is not the best way to pick up a transfer position but that's what dandy Don did, picking off the opposition one by one, including teammate Ken Robetts (who was leading at the time) to win the heat and a front row start for the Main.

Chuck Palmgren and Corky Keener had it back and forth in the Main.



Robert E. Lee broke a bad luck streak, making the Main and finishing tenth in the National.



Don Castro and Kenny Roberts represented the Yamaha factory contingency, with Castro nabbing second and Roberts, fourth.



Darryl Hurst picked up his place in the final by winning his heat over Corky Keener and made it a full hour for the southern electric riders — Gerald and Hurst. Finishing third in the Main came a little harder; Darryl worked his way up from seventh to fourth by the eighth lap and began to chase Beauchamp, being, in turn, chased by a pack led by Chuck Palmgren. Darryl's final move came as Rex dropped to the back of the pack.

Kenny Roberts' fourth place could have been higher but a bad start, heavy traffic with little passing room, and a new tire edge that didn't hold in the early laps kept Roberts down until late in the race. Ken moved from eighth to hold sixth and until lap twenty when he passed Keener, passed Palmgren, and inherited a gift from Beauchamp.

Corky Keener picked up his grid spot for the Main with a second place finish in his heat. Corky then extended his fixation with the number five by finishing his third consecutive National in that position. Keener had to use all his track knowledge and some hard riding in heavy traffic to keep his number five string intact.

Chuck Palmgren got back into the swing of things with a sixth after having to go to the Semi for his transfer spot. Palmgren spent the entire race under a blanket that covered Roberts, Keener, Chapple, and Fred Smith.

Meanwhile Back in the Pits

Dick Mann showed up with his 350 BSA short tracker instead of a Rickman like Scott and Romero; Romero scratched before the action with a busted gearbox and an acute lack of engine while Scott amazed everyone by running second in his Semi before seizing. Mann lost out in his Semi also.

Dave Aldana had started off the day in his usual position — lying on the track twice — however one of the spills was legitimate as his engine seized; Aldana seized again later in the program but by then he was out of parts for fixing.

Gary Nixon's Bultaco just didn't have it; Moe Frasher fractured his ankle; the times on Ed Salley and Jack Hendler got switched and Hendler got lapped badly in his heat; and the track began to get pretty rough.

More Action

Charlie Chapple had to survive a race long duel in the Semi with Chuck Palmgren to make the Main. Chapple and Palmgren battled right to the flag with Palmgren nosing out Chapple by a tire. In the Main Charlie rode his Neil Keen sponsored Yamaha to a consistent seventh.

Quiet Fred Smith won his Semi over Billy Field, then worked his way from a back row start to eighth in the Main.

"I think I'll just go home and start all over again," was Mike Kidd's comment after his ninth in the Main. Kidd rode as high as third but slowly slipped back from a variety of small nuisances.

Next to Mike Gerald, Robert E. Lee had to be the happiest rider at the track. The little Generals luck has been less than good lately and his only wish was a spot in the Main; he won his heat to do it and just sat grinning. R.E. did make one mistake, though, and it cost him several places, as the new tires he put on never really took hold until it was too late.

Tom Spencer took a trick 350 H-D short stroke to Milwaukee and installed it in Rex Beauchamp's frame, giving Rex enough power to stick with the two stroke boys. Rex ran a consistent third during the National and was pressuring Don Castro when the engine became hungry and swallowed a valve. It ended Rex's chances, but it sure gave the two strokes something to think about.

Billy Field, aboard one of two Bultacos in the Main, found his ticket behind Fred Smith in the last Semi, but mechanical problems stopped Field before he really got started in the Main.

Gordon Dusenberry made up for an earlier hassle during registration with a win in the Trophy race. Gordon held off Charlie Seale and then Dick Mann for the win.

With the action over most of the riders packed up for the short haul to Peoria for the TT and a little 750cc motocross, half-mile style.

Results:

1. Mike Gerald (Yam); 2. Don Castro (Yam); 3. Darryl Hurst (Yam); 4. Ken Roberts (Yam); 5. Corky Keener (Yam); 6. Chuck Palmgren (Yam); 7. Charlie Chapple (Yam); 8. Fred Smith (Yam); 9. Mike Kidd (Bul); 10. Robert E. Lee (Yam); 11. Rex Beauchamp (H-D); 12. Billy Field (Bul).

Mike Gerald: "I won again?" Darryl Hurst: "Castro was second so why shouldn't she look at me, too." Don Castro: "Second what? You're doing what tonight?" Trophy girl: "Are all motorcycle racers this forward?"



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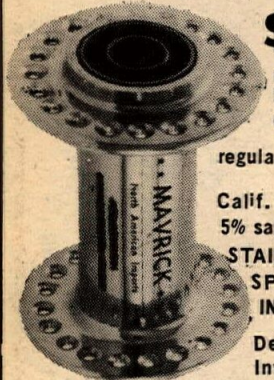
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Speedway: The week that just



Danny Becker had a week of almos with the Basts and Rick Woods.

Story & Photos by Dennis Greene

Ventura

Several years ago I asked a grandfather why, at his age, was he getting into motorcycling? He said, "I like to be with my boys."

His three sons are now racing speedway; Larry, Phil and Rick Moon are well known riders. Until last Tuesday night their father just shared in their glory, but when they won this time it was the other way around. Irwin Moon, the racing grandfather, put them all away in the Division 2 Main for his first victory ever in Speedway.

Over the past weekend the Bast brothers ran a speedway school in Northern California, and the school was a big success for all 31 students and a very gratifying experience for Mike and Steve. Tuesday night back on the racing circuit they proved they are well qualified to teach this course, as both got into the Main. Steve won the Scratch and ran 3rd in the Handicap, while Mike got second in the Handicap and missed his chance to ride in the Scratch Main when the starter caught him off guard at the starting line. Mike never thought that any starter would push the starting button when a rider had both feet on the ground and was pulling his bike back to the starting line.

Hero of the night once again was young Mark Cherf. Mark is one of the surprising Second Division riders who keeps earning his right to compete against First Division riders, and on the two occasions he has had the chance to race against them, he's won.

Danny Becker has his troubles along the way. When he tried to pass Mark Cherry he slid up to the front wheel of Mark's bike, putting his foot peg into the spokes. Danny laid it the rest of the

way down to avoid crashing Mark, as Mark steered wide and was forced out of the event because of the wobbling front wheel.

Bakersfield

Within the past 16 weeks at Bakersfield they have only been six different riders in the First Division to be victorious in the Handicap Main event; Mike and Steve Bast, Larry Shaw, Rick Woods, Danny Becker and Wild Bill Cody. This past Wednesday night in the Handicap Main event Jim Gresham added his name to the list. Jim raced to the front ahead of the Bast boys and stayed there for the five lap event and the win.

Mike and Steve were not to be denied some glory for the night, so they ran first and second in the Scratch Main event.

The race season at Bakersfield is the shortest in the Southern California area, with only twenty weeks of scheduled competition. Because of the upcoming County Fair and rodeo that will be held at the Kern County Fairgrounds, the Speedway track must be removed. Before the season ends for Bakersfield they will for the fourth time host the California State Championships. This is the event that Steve Bast has won every year that Bakersfield has hosted it.

Bakersfield will also play host for two qualifying rounds of Scratch Race competition as well as the other tracks to pick riders for the upcoming U.S. Speedway Championship Event to be held at the Costa Mesa Fairgrounds, tentatively set for late October.

Rick Farron had two new experiences Wednesday night; not only did he win the Second Division Main event, which was a first for him, but as he told me later that was the first time he had ever kissed a girl.

Irwindale

Thursday night was what every promoter prays for; a perfect race meet,

every event one for the record book.

With just two exceptions this dream was a near reality at Irwindale. About the only thing that distracted from the show were a few deep ruts that formed late in the evening after much competition. The other problem was a little more costly to some of the back yardage marker riders. The track was a little too wet for the first couple of Handicap Events and the back marker yardage riders were unable to earn a transfer spot.

Danny Becker has been picked by many race fans to be the next U.S. National Speedway Champion; but picking him is not enough, he must out ride the very best the sport has to offer. His fans got a preview look at what very well may be a reality. What happened this past Thursday night at Irwindale in the Scratch Main event may be a look into the future, since this event brought together Mike Bast, last year's champ; Rick Woods, the current holder of the title; Steve Bast, the 1970 Champ, and the fan's choice Danny Becker.

During the four lap Scratch Main every rider had the lead at one time or another, and each was in the last spot at least once. On lap three going on to the back straightaway Mike, Woods, and Becker were side by side, with Steve Bast right on their tail. Rick caught some traction and went into a giant wheelstand as Becker and Mike passed him on each side. Rick could not have set his front wheel down without resting it on someone's back, so he did the best thing possible at the time and pulled it over backwards, standing up like a surfer he hung onto his bike until they were safely out of the way, then let it go as he tumbled to a stop. His bike came to rest in the center of the track, blocking the path of Steve Bast, who turned left into the infield, missing Rick and weaving through the running infield personnel until he came to a safe stop. Meanwhile, back on the race track, Dan again made his move to the outside as Mike stayed on the pole coming down to the finish line. Dan got a lot of drive closing the gap that Mike had gained by taking the shortest way around the turn, but quite enough to pull it off and had to settle for second. Steve was given third and fourth went to Woods.

This was the second Scratch Main event that Mike has won this week, and if you recall last week Mike became the only rider to win every Scratch Main event in a one week period.

Dubb Farrow put together one of the best rides of his young life in the Handicap Main. He got past Billy Gray in the first turn and was on his way, while Rick Woods and Mike Bast were battling it out in the back of the pack. As they closed on Dubb, he looked over his shoulder, gassed it and pulled away for the win. Woods came out on top in the duel, with Mike in third and Gray fourth.

Costa Mesa

Two laps of sliding wheelstands, fans out of their minds, every one on their feet yelling for both riders. How do you pick a favorite between Rick Woods and Danny Becker? That was the sight during the Feature Match race Friday night at Costa Mesa. Van Spectrum had put up a \$100 winner-take-all bonus just to see this match race. Becker and Woods ride for the same shop, S.R.S., their bikes are worked on by the same tuner, Ed Schaffer, and their riding styles are nearly identical. About the only advantage is that Rick Woods is somewhat older and has been riding several years longer, and is the teacher of Danny Becker.

All Match Races are two laps long so the riders pull out all the stops during these spring events. Woods has been known to do his fair share of wheelies and giant wheelies are Danny's middle name, and neither man let the fans down. Becker leaped off the starting line and Woods got to turn one first. Becker got past and was leading on the first lap down the back chute and Woods pulled the front end up set it down to the inside of Becker's rear wheel, out-pulling him through the

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turns. They both pulled it up crossing the start-finish line at the end of the first lap, and Becker slid wide as Woods dove for the pole through turn 1 and 2. They were side by side again down the back straight, but the edge was still in Woods' favor as Dan drove high to the wall and swooped down to the finish line that Rick had already crossed.

During the trophy presentation one of the vehicles built by Van Spectrum was used as the trophy car, and six fair maidens jumped from the rear of the van lavishing kisses and congratulations on Rick. They then proceeded in front of 9,000 people to kidnap him. He was physically put into the rear of the van as the six maidens piled in behind him, pulling the doors closed and the van sped off.

Woods did not fare so well in the Scratch Main event against Mike Bast. Mike won the event making it his third night in a row; three out of four Scratch Main events in one week is not to shabby. Of course Mike has done better winning all four last week. Danny Becker finished right behind Woods as he did in the Match Race followed by Sonny Nutter for fourth.

Billy Gray got his fourth Handicap victory of the season, starting from the ten yard line well ahead of the other five riders. There was no one near to ride with, as the Bast boys were very busy trying to get passed Larry Moon and Billy Miester.

The people from Premier Helmets are true supporters of Speedway. Not only do they sponsor the Second Division Main event, posting a cash reward to the winner if he is wearing a Premier helmet, they also put up contingency awards for the Main Event victors and sponsor several of the top stars in Speedway. The newest members of this growing team will now be Mr. Billy Gray, and Premier will buy him a new set of leathers.

Bruce Penhall won the Division 2 Main for the third time this season and the right to kiss the trophy girl. This time he did not have to stand on his tip toes to kiss her, she was more his size. The young miss is a representative for Captain Sticky, a local fiber glass company. She is called a Stickette.

Results:

Ventura 7/31/73

SCRATCH MAIN EVENT: 1. Steve Bast; 2. Dan Becker; 3. Larry Shaw; 4. Ed Williams.
HANDICAP MAIN: 1. Mark Cherf; 2. Mike Bast; 3. Steve Bast; 4. Jim Gresham; 5. Bill Meister; 6. Bill Gray.

SCRATCH CONSOLATION: 1. Mike Bast; 2. Mike Konle; 3. Bill Cody; 4. Sonny Nutter.
HANDICAP CONSOLATION: 1. Troy McKee; 2. Scott Sivage; 3. Steve Nutter; 4. Larry Moon; 5. Steve Gresham; 6. Mark Cherry.

SECOND DIV. MAIN: 1. Irwin Moon; 2. George Armas; 3. Bobbie Ross.
FEATURE MATCH RACE: Scott Sivage (over) Steve Nutter.

Bakersfield 8/1/73

SCRATCH MAIN EVENT: 1. Mike Bast; 2. Steve Bast; 3. Dubb Ferrell; 4. Steve Gresham.
HANDICAP MAIN: 1. Jim Gresham; 2. Dubb Ferrell; 3. Mike Bast; 4. Steve Bast; 5. Bill Gray.

SCRATCH CONSOLATION: 1. Ken Cartee; 2. Jim Gresham; 3. Larry Moon; 5. Mark Cherry.
HANDICAP CONSOLATION: 1. Ken Cartee; 2. Larry Moon; 3. Mark Cherry; 4. Dave Galvin; 5. Bobbie Ross; 6. Greg Comstock.

DIV. TWO MAIN: 1. Rick Farron; 2. Rick Smith; 3. Larry Chase.
FEATURE MATCH RACE: Scott Sivage (over) Dave Galvin.

Irwindale 8/2/73

SCRATCH MAIN: 1. Mike Bast; 2. Dan Becker; 3. Steve Bast; 4. Rick Woods.
HANDICAP MAIN: 1. Dubb Ferrell; 2. Rick Woods; 3. Mike Bast; 4. Bill Gray; 5. Mark Cherry; 6. Dan Becker.

SCRATCH CONSOLATION: 1. Sonny Nutter; 2. Don Cullum; 3. Steve Gresham; 4. Bill Cody.
HANDICAP CONSOLATION: 1. Jim Gresham; 2. Sonny Nutter; 3. Larry Shaw; 4. Sumner McKnight; 5. Robin Nicolaides.

SECOND DIV. MAIN: 1. Bobbie Ross; 2. Brad Newell; 3. Wes Lunday.
FEATURE MATCH RACE: Larry Shaw (over) Mike Konle.

Orange County 8/3/73

SCRATCH MAIN: 1. Mike Bast; 2. Rick Woods; 3. Dan Becker; 4. Sonny Nutter.
HANDICAP MAIN: 1. Bill Gray; 2. Bill Meister; 3. Larry Moon; 4. Steve Bast; 5. Mike Bast; 6. Mike Konle.

SCRATCH CONSOLATION: 1. Larry Shaw; 2. Steve Bast; 3. Mike Konle; 4. Steve Gresham.
HANDICAP CONSOLATION: 1. Jim Gresham; 2. Sumner McKnight; 3. Sonny Nutter; 4. Scott Sivage; 5. Ken Cartee; 6. George Armas.

SECOND DIV. MAIN: 1. Bruce Penhall; 2. Bobbie Ross; 3. Rick Smith.
FEATURE MATCH RACE: Rick Woods (over) Dan Becker.

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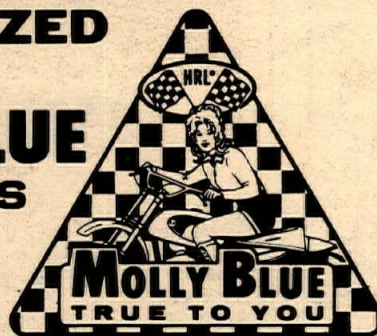
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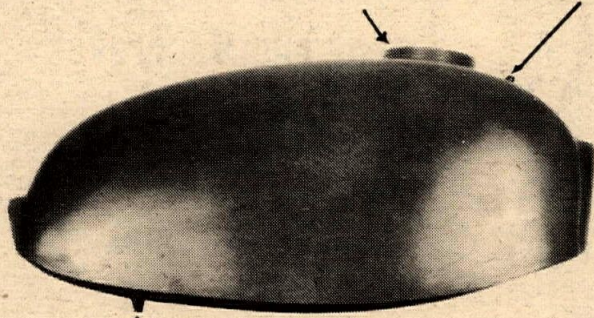
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Even trials has its bad moments.

De Anza Hill Climb

By Ann A. Powell

SUNNYMEAD, CAL., JULY 8

Under a blazing July sun, 48 men struggled toward the top of a mountain. When all the dust had settled, there were eight new

hillclimb champions.

After six months of point gathering to qualify, much practice and preparation, some of the top hillclimbers in eight classes met to fight it out against each other and the dusty, rocky hill. There were predictable and surprise wins, but above all, there was excitement.

Young Bob Dahlin of Hacienda Heights took charge in the 125 class, a class that has previously been dominated by Dave Powell of Costa Mesa. Young Powell had to settle for second place this time.

Winner in the 175 class was Brent Coffey of Oak View. Another "Yankee" winner was Frank Duroso from San Jose. Frank walked off with the honors in the 250 class. This win was expected to go to Doug Hall and his super-modified Bultaco. Hall just happens to be part owner of De Anza and designer of the mighty hill. He gave Duroso a run for his money, but had to settle for second place. Duroso also made a good showing in the Open class aboard his big Harley.

Jim Hoggard, Jr., also of Oak View, proved himself another Yankee invader by taking over in the 360 class.

The "Powerful" Peterson clan was well represented with Kerry Peterson claiming the trophy for the 400 class and brother Clyde, making off with the prize in the 500 class.

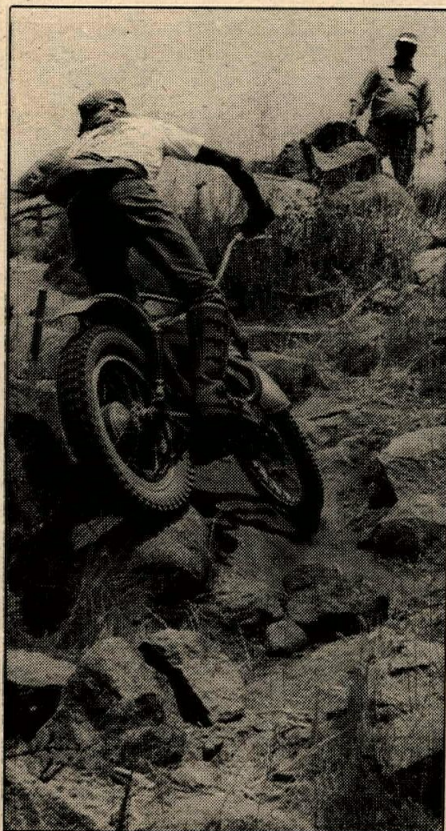
Ron Saffel of Orange left competitors in the dust, as he and his 650 Triumph romped away with the honors in that division.

Much to the surprise of almost no one, Neal Mackel of Tustin, walked off with a first in the open class. His 750 Triumph, winner of this year's Widomaker Hillclimb, carried the

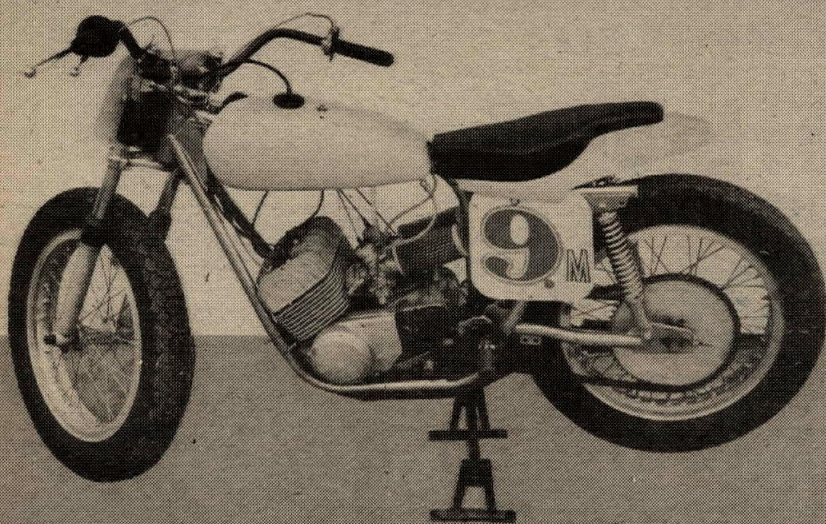
lanky Neal to yet another victory at De Anza.

At the end of the run waited the cold refreshments, the honors and the beautiful big trophies presented to each first place winner.

Rocky road.



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Rawhide Trials

By Ronald Szilagyi

ELSINORE, CAL., JULY 29

Imagine a steep mountainside, strewn with boulders and rock out-croppings, difficult enough for a man to walk around, and then picture a trials Master working a hand polished motorcycle up over and through without putting his foot down. This is trials, as demonstrated by Marland Whaley in his first place in the Master class. Second, one point behind Marland, was Bernie Schriber. Trials is not a race. Racing involves a fast start and staying out front. This is not so in trials; the rider is entered in a form of competition which involves strictly himself and his individual performance on a motorcycle.

Martin Belair was soaking his feet when he said, "I completed the last two loops in one hour and fifteen minutes." The first two loops took him two hours and 45 minutes.

The heat was overpowering. I even saw one motocross rider cooling his

Honda in a mud puddle, by splashing the muddy water over the engine.

Each loop was five miles long. The Novice class had two loops, the Amateurs had three, the Experts also three, and the Masters four. The Novice and Beginners had eight sections, and the Amateurs seven. Both of these classes covered the same ground. There was a good assortment of rocks, and rock ravines, good ups and downs, entries and exits, a hill climb with lots of switch backs, and good useful terrain between sections.

A happy note for Dick Gleason, he rode his last event as a Amateur, he won his event and transferred to Expert.

Steve Graham, an Expert, received three more transfer points in his class win. This gives Steve 7 points toward the 20 points required to transfer to Master. This makes two wins in a row for Steve.

The kids certainly tried hard, problems with shut off gas valves even plague the kids. In the less than 100cc, D. Bernard (Bultaco) won the B Division. The Division A, 100cc and over class, was won by Kirk Grissom on his Steens.

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When I was a boy,

things were a lot simpler, by doggies. The in-the-know rider picked up the latest poop on the hot set up comin' out of California at the local Indian shop. And when Jim Underwood won the Amherst Hillclimb on a Reading Standard, we all knew about it because we lived just down the road. And the only thing you needed to know about keeping cars off your back was putting a little white plate on your front fender — that way they all thought you were a cop. The feds weren't worrying about helmet standards, and one cow's hide was good as the next. Nobody worried about what you rode in the old days, and there weren't any speed limits, let alone tons of laws sent like fallout from the leaders of our country. They worried about the rise of nationalism not ORV's, and we worried about Teapot Dome, not Watergate. The Sierra Club worried about getting into the wild places, not keeping other people out, and no one in their right mind would want to go into a desert.

Those were the days...



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Preview: World Speedway Championship

by Peter White

Take 80,000 screaming fans, 16 world class riders...add a narrow ribbon of dirt...stir vigorously...and you've got what is described as the most exciting 'happening' on the motorcycle racing calendar: The Final of the Speedway Championship of the World. A motorcycle meeting with all the magic and mystique of the Roman gladiator era; yet as modern and exciting as the architecturally magnificent stadiums in which it is played. An occasion unsurpassed by any other in the motorcycling sphere.

Already Europe is agog with the fever a World Speedway Final creates...and it's another two months away yet. That one night of the year when a Champion is crowned.

Not a prolonged point score competition. No drawn out race series. Just one cut-throat meeting where, within three incredibly short hours, the whole speedway world comes to a standstill. Six tough months of racing reach a climax. And one worthy contestant embraces the floodlight arena as Champion of the World.

This year the stage will be Wroclaw in Poland, behind the Iron Curtain for on the second time in the sport's history, on Sunday, September 2. The anticipation now is tremendous. Will a Polish rider pull it off and become the first-ever Communist World Champion? Or will that great New Zealander, Ivan Mauger, defy the odds yet again and make it five world titles? Or will Danish whirlwind, Ole Olsen, gain revenge for last year's mishap when he fell in his first race yet won all his others but could only place third to Mauger and Swede, Bernt Persson? Certainly it seems to be only a four man race. Mauger...Olsen...or new Polish wonder boy, teenager Zenon Plech, or his more experienced compatriot, Edward Jancarz.

The Championship: A Brief History

The Championship: A Brief History

The atmosphere of a contained arena, with leather-clad daredevils dicing with danger, is almost impossible to capture on paper. But let me try to recreate some of the drama associated with that rapidly approaching One Night of the Year, the night when the whole scene explodes and the world acclaims a new Champion.

For the majority of Americans it has been, and will probably continue to be, an occasion they'll never know. The World Speedway Final has so far been exclusive to Europe. It originated in 1936 and has since been held in only three countries — England, Sweden and Poland. For many years Wembley (London) was the singular staging ground. The league competition in England is the toughest in the world so the Chooms claimed virtual exclusiveness of the meeting.

In the early days Australians played a big part in the competition. An Australian — Lionel Van Praag — won the first-ever Championship in 1936.

Then...in 1937...it was America's turn, and the first 1-2-3 as a Yankee triumvirate mounted the rostrum. Jack Milne (of Pasadena), the late Wilbur Lamereaux, and Cordy Mile were the trumps: an American clean sweep, and America's first and only World Speedway Championship win.

The following year — 1938 — it was Australia again as the late Bluey Wilkinson dominated the proceedings. Then came the war and a break until 1949. An Englishman, Tommy Price, potted the title that year but Australia continued to figure prominently and Adelaide hero, Jack Young, became the first rider in history to post wins in successive years — 1951 and 1952. Young missed the hat-trick and thereafter came the demise of Aussie dominance.

These days Australia is in rather the same boat as America: struggling to get

a rider into the Final, let alone win it! The World Final is now truly that: a representative clash of competitors from all corners of the globe. It has its flaws. Like everything else, but take last year's line-up: six Russians, two New Zealanders, three Englishmen, a Pole, a Dane, a Scotsman and three Swedes. Cosmopolitan representation at its best. And the winner? New Zealander, Ivan Mauger, of course! For his fourth World Championship!

How It Happens

The World Final, no matter where it is staged, is speedway's showpiece, the pinnacle of the European season.

Sixteen riders qualify to race. Each rides five times, meeting every other competitor once. At the end of it all one man emerges on top of the world.

There's nothing quite like a World Championship in any sport. There's just no going any higher. On this night reputations are won and lost; glory gained and anonymity sought. For the contestants just one slip can mean the difference between despair and triumph. One small misfortune can ruin a man completely.

The crowd, intensified with this 'sudden death' atmosphere, plays its part. No matter whether at monumental Wembley, awe-inspiring Ullevi (Gothenburg, Sweden) or wonderful Wroclaw (Poland), the stadiums are crammed to capacity for World Finals.

I've covered three World Finals. Two at Wembley; one in Sweden. And still I yearn for more. There's nothing anywhere around the globe to equal this night.

Two Views

The path to a World Final is often fraught with more difficulties than the meeting itself. To qualify, a rider must compete in preliminary rounds, semi-finals and umpteen other Finals. The chances of getting knocked out along the way are far greater than getting through to the next round.

Often a rider will qualify for a World Final so mentally and physically exhausted from the road through that the Championship itself comes as a mere anti-climax.

This year British riders (including defending Champion, Mauger) must compete in three qualifying rounds, two semi-finals, a British Final, British/Nordic Final and European Final (in Germany). Only then will the very topmost men get a sniff at the World Final itself. The top eleven qualifiers from the European Final will go on to Poland where they will meet the top five Poles in the magical World Final run-off.

It's a rugged path which veteran Englishman and multi-World Finalist, Nigel Boocock, describes as "long and exhausting". Boocock, skipper of the British Lions test team to foreign ports around the world, is one man well qualified to talk on the topic. He's lost count of the number of World Finals in which he has competed since his bow as a 17-year-old teenager at Wembley in 1956. The closest he's come to glory has been fourth — in 1969 — but he's mixed it with the best of them.

The Night of Nights, says Boocock, is like "being thrown in at the deep end of a pool after you have been walking on dry land. 'Naturally, you are not used to being in at the deep end. So it is with a World Final. You've been riding in the league all year and that's been your speedway. But it's a very, very different type of speedway on World Final night. The atmosphere and everything is so different.

"I can best describe it this way: when I go to an ordinary league match and anyone speaks to me, I speak back. But on World Final night there are so many thousands of people there and the atmosphere is such that all I want to do is unload my bike from the car and get into the pits.

"I don't want to talk to anyone. I just want to get into the changing rooms, sit down and be miserable. I get so much involved in what I'm doing that I don't want to think about anything else.



World Championship contender Ray Wilson of England leading a qualifying meeting on the continent.

"I'm like that for weeks before any World Final. I get edgy and nervous. On the morning of the meeting I get up and can't eat. I can't eat at lunch-time. All I can do is fall out with my wife! My wife knows to get out of the way so that I can't argue with her!

"To me, the World Final is a time of proving whether I'm a man or a mouse. Yet I know it's only the occasion itself that gets me that way.

"I really only rate the meeting as proving the best rider on the one night. If I don't win, I'm equally proud of the fact that I'm top English point scorer in the British League over some 200 odd meetings."

Australia's number one speedway rider, Jim Airey, has ridden in only one World Final — 1971 in Sweden, but he approached his high-spot more methodically.

"There was plenty of tension," recalled Airey. "But I didn't get all tensed up personally about the meeting.

In a way it was a relief just to be there and know that at long last I had qualified for the meeting.

"One I had made it to the World Final itself, I felt quite relieved. After the season I was mentally and physically exhausted because of the long haul through the qualifying stages. All the work, preparation and worry was the hardest part. The World Final meeting itself was the easiest part because I had already made it there.

"The meeting wasn't easy, competition-wise, but it was relatively easy for me...in my mind.

"For nights before the earlier qualifying finals I had nightmares and nausea. But for the World Final I was comparatively at ease."

A contradiction of views perhaps. But heed the voices of the top speedway men in the world today. A World Championship splits the foibles of competitors wide open. Such is the power of speedway's Night of Nights.

OCIR Speedway

By John Bethea
Photo by Jim Willey

EL TORO, CAL., JULY 25

The second week of speedway racing at Orange County International Raceway produced all new faces in the winners' circle.

The Handicap Main event saw Bob Hosford start on the zero yard line and hold off all contenders for the win. Forty-yard-liner Robin "Nitro" Nicolaides was breathing hard down Hosford's neck but Bob managed to hang in for the win. Hosford, also known for his class 'C' and motocross talent, is shaping into a fine speedway rider. For his effort, Bob took home the gold and earned a ten yard handicap for next week's race. The trailing main eventers finished in this order: Robin Nicolaides, Dennis Sigalos, Bill Manley, Bob Herz and Jim Castor.

A very deserving Jim Ashworth won tonight's Scratch Main event. Ashworth suffered a painful shoulder injury early in the season and until tonight was having trouble returning to his old hard charging style. That's behind Jim now as he rode a very fast race to win the night's high paying event. Ashworth was up against Bill Manley, last week's Scratch Main winner Robin Nicolaides and the unbelievable thirteen-year-old, 84 pound Dennis "The Kid" Sigalos.

All four riders went into the first turn nearly side by side with contact being the inevitable result. In the process Nicolaides was pushed down and out to the wall. Ashworth took the opportunity to grab the lead with Sigalos and Manley just behind. Ashworth pushed to a comfortable lead leaving a race for second. With all the cool of a veteran, "The Kid" managed

to hold off the persistent charge of Bill Manley to grab second.

The second Division Main event was won by Rod Sexton. Rod defeated Bobby Butt, Toby Rash and a falling Dennis Armstrong for the win.

Robin Nicolaides finished second in the Handicap Main at OCIR.





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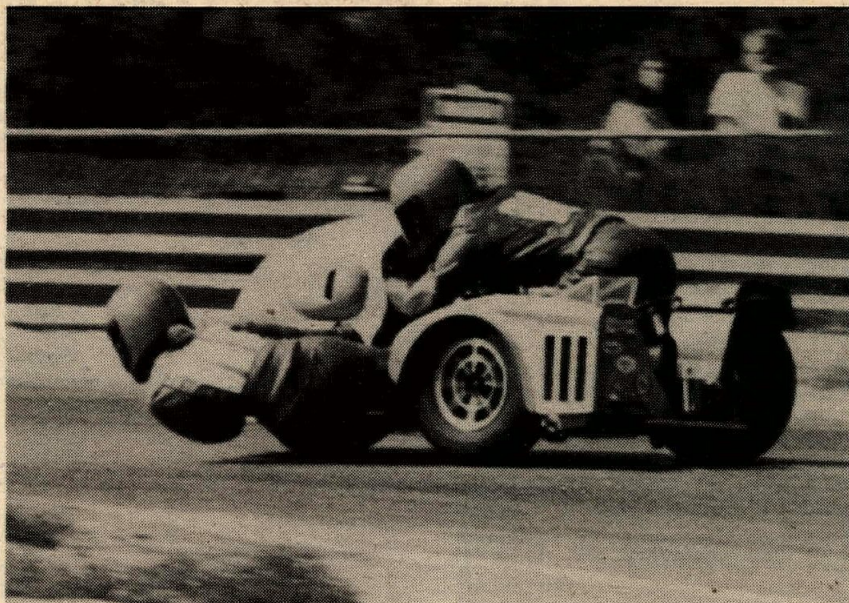
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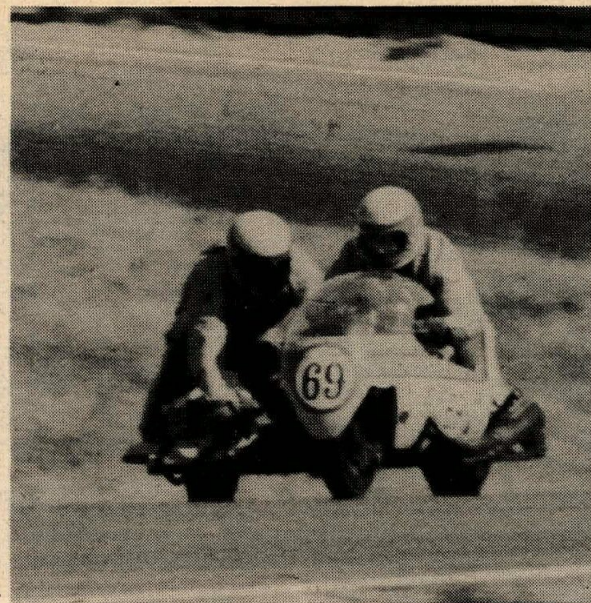
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Those daring young men on three wheels

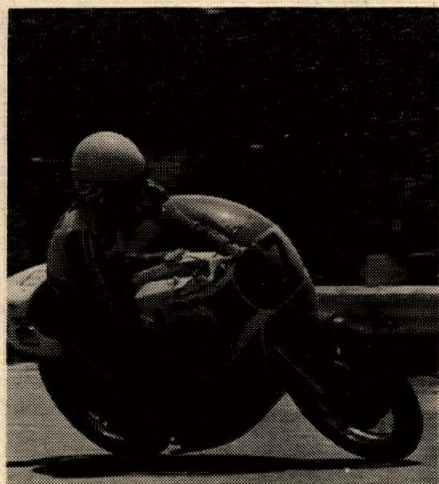


The Clunis husband and wife team drift it around.



Laguna Seca sidecar winners, McNeal and Kerley.

Devlin dominates CMC/OCIR



Mike Devlin, again and again.



Action in the 250 GP event.

Photos by Larry Lim
& Mark Averch

TUSTIN, CAL., AUG. 5

Mike Devlin aboard a pair of (or was it three?) Yamaha's dominated today's CMC/Manning road race at Orange County International Raceway. After winning the 250 and 350 Expert GP classes by fairly secure margins, Devlin climbed on what he said was a 700cc Yamaha road racer (although it looked just like a 350) and easily won the Open Expert GP class from T. Carroll (Yam) who was also second in the 250 class.

The CMC had a race for the 50's, which was led start to finish by J. Herman on his Ital-Jet.

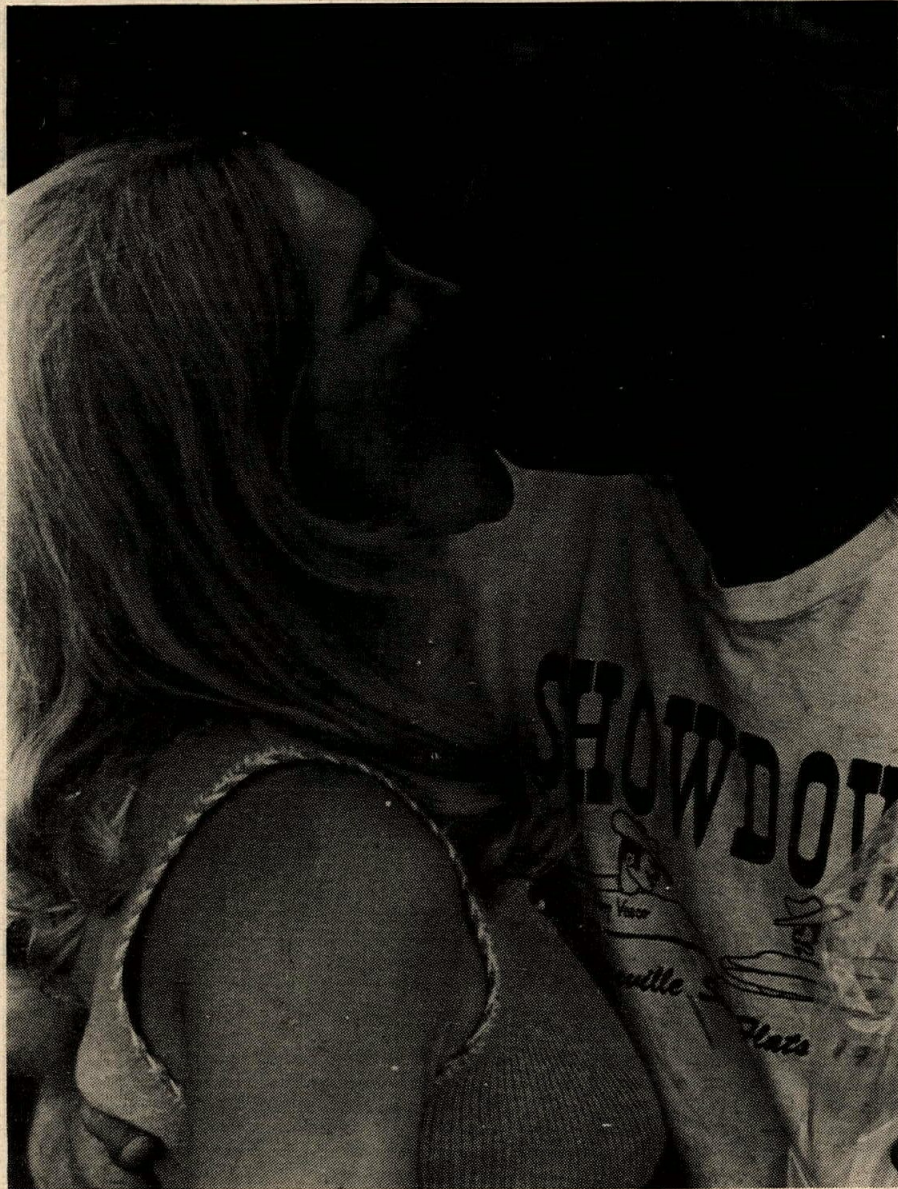
The large 350 Production class was won by Rod Murufas on his Yamaha after a bit of a dice with Bob Crossman.

The CMC had trophies on hand to present and a trophy tootsie to do the presenting, much to Devlin's obvious pleasure.

Results:

250 EX GP: 1. Mike Devlin (Yam); 2. T. Carroll (Yam); 3. Kevin Stafford (Yam).
250 JR GP: 1. L. Bishop (Yam); 2. Chuck Strohmenger (Yam); 3. W. Karpyneg (Yam).
125 SR GP: 1. Kevin Stafford (Yam); 2. John Weed (Yam); 3. K. Sherer (Yam).
OPEN PROD: 1. Art Friedman (Kaw); 2. M. Rostuscher (BMW); 3. John Crossman (Hon).
500 PROD: 1. L. Gilliland (Kaw); 2. Dick Lewis (Hon); 3. J. Volkman (Yam).
50 GP: 1. J. Herman (Ital); 2. R. Schmidt (Ital); 3. E. Kelly (Yam).
350 EX GP: 1. Mike Devlin (Yam); 2. Fred Walti (Yam); 3. Rod Murufas (Yam).
350 JR GP: 1. Bob Mosier (Yam); 2. Scheville (Kaw); 3. D. Lee (Yam).
OPEN EX GP: 1. Mike Devlin (Yam); 2. T. Carroll (Yam); 3. Dick Fuller (Yam).
OPEN JR GP: 1. Lopatosky (Hon); 2. Johnson.
500 JR GP: 1. Fleming (Hon).
250 PROD: 1. R. Barron (Yam); 2. Chuck Small (Duc); 3. W. Karpyneg (Suz).
125 PROD: 1. Clevenger (Yam); 2. Jim Lester (Yam); 3. Benjamins (Yam).
350 PROD: 1. Rod Murufas (Yam); 2. Bob Crossman (Yam); 3. S. Clough (Yam).
200 PROD: 1. J. Volkman (Yam); 2. T. Branyan (Hon).

Devlin has a showdown with the trophy girl.



By Nancy Person

MONTEREY, CAL., JULY 29

The fans at Laguna Seca got a little more for their money with the arrival of 14 top sidecar racing teams. The sportsman event, which was sponsored by the Southern California Side-Hack Association and the AMA, turned out to be an unofficial West Coast Championship run with riders from British Columbia, Washington, Oregon and California.

Saturday's practice gave the teams a chance to look at the track and spectators a taste of what was to come. As the machines lined up for their "exhibition" on Sunday, the crowd waited. On the front row we had Vic Hudson/Jack Hart (pilot/passenger) of Vedder Crossing, B.C., Canada, on a 750cc Suzuki. Vic & Jack had just returned from the Isle of Man where they had taken a very respectable 33rd (out of 98 entries) on their first attempt there. Next to them were Glenn Newton/Don Springer of Portland, Oregon, on a 750 Anteater Triumph. Rounding out row 1 were Bob Wiggins/Wendell Beard, also of Portland riding a 500 Kawasaki.

The starting line was alive with the hum of engines and, although this was billed as an exhibition, there was no question as to the authenticity of the race when the starting flag dropped! Dean Hummer/Rulon Gulbransen (1000 H-D) flew into turn 1, picking their way around other bikes until at the top of the start hill they were in first. Coming around to the end of lap 1 they were still in front, followed closely by Jim McNeal/Sky Kerley (750 Norton), Newton/Springer (750 Tri) and Larry Coleman/Wendell Andrews. Jerry Jarman/Johnny Gervais (750 Hon), who had also gotten a beautiful start, had been again plagued by some problem. They had pulled off the course, fixed the source of irritation, and returned dead last. Lap 2 ended much the same as lap 1 except that Ross & Millie Clunis had moved their 700 Triumph ahead of some of the slower machines and Jarman/Gervais had maneuvered their Honda into seventh. Then Coleman/Andrews moved into third just before Hummer/Gulbransen modified a cylinder and had to drop out, turning the lead over to the charging McNeal/Kerley and moving that little 500 into second.

Electrical problems caused an unscheduled pit stop for Rod/Bob and Jarman/Gervais moved into fifth. When the Canadian Suzuki broke a chain, Jarman/Gervais moved into fourth with a long run at third. On lap 8 they turned in the fast lap time for the day and captured the third place slot, pressing even harder for the distant 500 Kawasaki still holding second. We don't mean to slight McNeal/Kerley or Coleman/Andrews by all this talk about Jarman/Gervais, for they were riding a spectacular race and as they began to lap the slower machines — weaving in and out of traffic — they were even more spectacular. And when the checkered flag came out there were streaks of yellow (McNeal/Kerley), white (Coleman/Andrews) and blue (Jarman/Gervais) all trying for that last ounce of power that would earn them the coveted trophy and the right to say, "We're the best in the West!" But, they'll have to defend that statement in September at Portland where the California boys have been challenged to meet "on home ground."

Results:

1. Jim McNeal/Sky Kerley (750 Hon); 2. Larry Coleman/Wendell Andrews (500 Kaw); 3. Jerry Jarman/Johnny Gervais (750 Hon); 4. Glenn Newton/Don Springer (750 Tri); 5. Mr. & Mrs. Ross-Clunis (700 Tri); 6. Bob Wiggins/Wendell Beard (500 Kaw); 7. Bob Bakker/Bob Bender (750 Tri); 8. Jerry Person/Tom Darby (750 Tri); 9. Chester Jung/Gene Lee (700 BMW); 10. Larry Matre/Paul Rotes (500 Kaw); 11. Rod Hudson/Bob Thomson (650 Tri); 12. Vic Hudson/Jack Hart (750 Suz) DNF; 13. Ed Wade/Bob Crabb (900 H-D) DNF; 14. Dean Hummer/Rulon Gulbransen (1000 H-D) DNF.

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RESULTS

CRC Motocross Canyon Cycle Park Devore, CA

by The Shadow

80 MINIBIKE	
Kurt Sofka Jr.	Yam
John Silva	Hon
Vince Ragsdale	Hon
60 MINIBIKE	
Dallas Rebell	Yam
Donald Draskovich	Yam
Tony Barbacovi	Yam
0-175 VET	
Al Perez	Bul
Ronald Perry	Yam
250-OPEN VET	
Robert Jones	—
Russ Miller	Yam
Bob Kvammen	Yam
125 INT	
Jack Boles	Mon
Cliff Lett	Pen
Don Bridges	Pen
250 INT	
Randy Hoff	Hon
Reggie Ragsdale	CZ
Rob Raymer	CZ
0-175 EX	
Tony Duni	Suz
Paul Arakawa	Mon
Rod Robbs	Mon
250-OPEN EX	
Mike Tucker	Mai
Pete Pooley	CZ
Bill Stubbs	CZ
250 NOV	
J.C. Ray	Kaw
Mark Windsor	Hus
Roy Holzheimer	CZ
OPEN NOV	
Doug Stegg	Hus
Romp	CZ
Keith W. Long	Hus
OPEN BEG	
John Gibbs	CZ
Victor M. Zyss	Hus
Ned Joy	CZ
175-200 BEG	
Dan Keough	Yam
Mark Olson	Yam
250 BEG DIV 2	
Ron Glenn	Yam
Norman Byers	Yam
Barry Parsons	Yam
250 BEG UNDER 16	
Jerry King	Suz
Ed Taylor	Oss
Bruce MacKimmie	Suz
250 BEG DIV 1	
Jeff Hunt	Mai
Ray Topham	Hon
David Thornberry	Yam
125 NOV	
Mike Ricker	Suz
Ken Park	DKW
Tom Karos	Mnk
125 NOV UNDER 16	
Mark Ruelas	Suz
Paul Minnis	Mon
Anthony Rizzardini	Suz
125 BEG	
Mike McGonigal	Pen
Mike Pappas	Suz
Marty Griffin	Yam
125 BEG UNDER 16	
Ted Brobeck	Pen
Scott Clifton	Suz
Rusty Clarke	Puc
100 NOV	
Larry Ripley	Yam
Dan Moon	Hod
Rex Lanier	Yam
100 NOV UNDER 16	
Jerry Raymer	Yam
Mark Dettler	Yam
Kevin Dick	Yam
100 BEG	
Steve Wagoner	Hod
Burt Halsted	Suz
David Wilson	Yam
100 BEG UNDER 16	
Gary Hart	Hod
David Peterson	Yam
Dennis Sewell	Hod

AMA Motocross Delta Park Portland, Ore. July 8, 1973

by Jan Newman

MINIS	
Joe Thuney	Hon
Mike Ormsby	Hon
Shane Fuller	Yam
100cc	
Rick Burkinshaw	Yam
Steve Small	Yam
Richard Read	Hon
125 JR DIV 1	
Nick Rhine	Suz
Harry Kem	Hus
Jeff Morrow	Yam
125 JR DIV 2	
Casey McCleary	Hus
Eric Bergren	Suz
Pat Emmons	Hod
125 SR	
Harry Simmons	Yam
Craig Anderson	Yam
Roger Storm	Yam
250 JR DIV 1	
John Camp	Hon
Kurt Schmer	Ric
Ernie Robison	Hon
250 JR DIV 2	
Bill Fleming	Bul
Mike Walsh	CZ
Robert MacMillar	CZ
250 SR	
Bob Reed	Yam
Jim Swendsen	Yam
David Ellett	Hon
360 JR	
Richard Underwood	Bul
Tom Eastham	Hus
Dan Barney	CZ
360 SR	
Craig Farnsworth	Mai
Phil Prutsman	Yam
Mike Crandall	Mai

FT & Half-Mile Corona Raceway Corona, CA

July 25, 1973

FLAT TRACK	
MINI BEG	
David Jenkins	Hon
David Detemple	—
Joey Perrott	—
MINI INT & ADV & OPEN	
Pat Richmond	—
Mark Scroggins	Hon
Jeff Wright	Hon
100 NOV	
Tim Bowers	Yam
John Stiemsm	Kaw
Pat Richmond	Hon
100-125 AM/EX	
Troy Fisher	Kaw
Brian Haycock	Kaw
Robert Murray	Kaw
125 NOV	
Dave Perkins	Yam
Steve Schillings	Yam
250 NOV	
Dan Smith	Bul
Bill Carpenter	Yam
Dale Morgan	Hon
250 AM	
Gary White	Bul
Cory Ruppelt	Yam
Don Waffle	Yam
200-250 EX	
Brad Holt	Yam
Hal Cheetwood	Bul
Dean Butterfield	Yam
OPEN NOV/EX	
Jim Wright	Bul
Jeff Cesmat	Yam
Bob Anderson	Yam
HALF-MILE	
100-125 NOV	
Tim Bowers	Yam
Tim Dowd	Kaw
Bill Beeson	Yam
100-125 AM/EX	
Vince Mead	Kaw
Robert Murray	Kaw
Tim McCool	Yam
250 NOV	
Eddie Beeson	Yam
Dan Smith	Bul
Dale Morgan	Hon
250 AM	
Mark Matzinger	Kaw
Don Waffle	Yam
Brian Garcia	Yam
250 EX	
Edward Ueckert	Yam
Brad Holt	Yam
Jim Crowley	Kaw
OPEN NOV/EX	
Nick Voge	Yam
Tom Worfolk	Yam
Jim Wright	Bul

TT Scrambles Corona Raceway Corona, CA

July 24, 1973

MINI BEG	
Evan Evans	Yam
David Jenkins	Yam
John Shamburg	Yam
MINI INT	
Steven Mott	Yam
Melanie Evans	Yam
Bill Taylor	Yam
MINI ADV	
Pat Richmond	Yam
Randy McIntyre	Yam
David Oller	Yam
100 NOV	
Jim Beck	Yam
Tim Bowers	Yam
Gary Staddan	Yam
100-125 AM	
Mark Upton	Yam
Mike Kohl	Yam
Gary Juola	Yam
125 NOV	
Steve Baldwin	Yam
Rick Ott	Yam
Donald Ray	Yam
175-200 NOV/AM/EX	
Steve Bales	Yam
Dennis Aguirre	Yam
John Shipley	Yam
250 NOV	
Dana Stettler	Yam
Jim Little	Yam
Mike Tidwell	Yam
250 AM/EX	
Don Waffle	Yam
Scott Smith	Yam
John Erickson	Yam
OPEN NOV	
Bob Anderson	Yam
R.G. Stone	Yam
Tom Howe	Yam
OPEN AM/EX	
Rick Milner	Yam
Jim Bearup	Yam
Steve Okuda	Yam

Motocross Deschutes Cycle Park Bend, Ore.

July 22, 1973

by Jan Newman	
100 JR	
Billy McCormick	Yam
Greg Maloney	Yam
Todd Baise	Pen
100 INT	
Troy Folck	Yam
Kim Widmer	Yam
Drew Barney	Hon
125 JR DIV 1	
Rick Burger	Hon
Harold Haggard	Suz
Rick Herbst	Puc
125 JR DIV 2	
Ken McCormick	Suz

Dennis Moony	Pen
Mitch Kirkpatrick	CanAm
125 EX	
Randy Limbeck	Zun
Rick Sheren	Mnk
Dale Kendrick	Pen
Dale Kendrick	Pen
250 INT	
Skeet Hise	Hon
John Meusling	Mon
Rod Kentner	Yam
250 JR DIV 1	
Jim Johnson	Yam
Kevin Nofziger	Hon
Ronnie Miller	Bul
250 JR DIV 2	
Brad Leckleder	CanAm
Robert Fischer	Suz
Eric Reuter	Yam
OPEN JR	
Kevin Nofziger	Hon
Tim Johnson	Hus
Bob Strobel	Hus
OPEN INT	
Alan Brenton	Mai
Skeet Hise	Hon
John Meusling	CZ
OPEN EX	
Randy Limbeck	Mai
Ron Jensen	CZ
John Schwendener	CZ
MINI JR	
Ron Haggard	Hon
Gary Mack	Hon
Greg Peterson	Hon
MINI INT	
Billy Jones	Hon
Freeman Bowers	Hon
Howard Brace	Yam

Motocross Carlsbad, CA July 28, 1973

100 BEG	
Karl Kahn	Yam
Ron Whitlow	Hod
Randy Neely	Yam
125 BEG	
Mark Dumas	Suz
David Gerig	Suz
Karl Breitenfeld	Suz
OPEN BEG	
Tim Evans	Yam
Brian Blain	Suz
King Thompson	Yam
OPEN INT	
Charlie Shunk	Hus
Ed Newcomb	Hus
Scott McAfee	Yam
100 JR	
Tom Knapp	Kaw
250 BEG	
Aaron Bassett	CZ
Brian Webster	Oss
Mike Allen	CZ
250 JR	
Greg White	Bul
Craig Breihan	CZ
Jack McCormick	Yam
125 JR	
Jeff Skeen	Hus
Scot Prante	Suz
125 INT	
Randy Batsell	Mon

PMA Motocross Somis, Calif. July 29, 1973

MINI 0-60cc	
anny Cherrier	Yam
Brian Tubbert	Yam
MINI 61-80cc	
Ken Vieira	Hon
David Ewing	Hon
Jerry Little	Hon
POWDER PUFF	
Cheryl Acres	DKW
Paulette Napoleone	Suz
Kim Herbert	Ric
100 BEG	
Danny Devine	Yam
Steve Silver	Suz
Mike Shurtleff	DKW
100 NOV	
Craig Eggerman	Pen
Mark White	Yam
Richard Hurtado	Hod
125 BEG	
Steve Hoover	Pen
Chris McIntyre	Suz
Tim Locey	Yam
Mike Ballman	Hus
125 NOV	
Jeff Black	Yam
Ken McAllister	Pen
Tony Porto	Ric
Ed Boggs	KTM
250 BEG	
Mike Brazel	Hus
Joseph Sandoval	Hon
Tom Webb	Yam
250 NOV	
Bill Bledsoe	Hon
Greg Butzer	Bul
Mike Maroney	CZ
Mark Mansfield	CZ
OPEN BEG	
Art Mora	Yam
Mike Johnson	Yam
Tim Tevita	Mai
OPEN NOV	
Dale Tittlemier	CZ
Keith Rider	Mai
John Maroney	Mai
Mike Burkhardt	Mai
125 EX	
Fred Hoblit	Pen
Rocky Morrison	Suz
250 EX	
Bob Archer	Hon
Mike David	CZ
Jack Raggi	CZ
Dan Spaethe	Mai
OPEN EX	
Randy Berkley	Mai
Tom McAllister	CZ

Motocross Rawhide Park Elsinore, Calif. July 29, 1973

125 EX	
Eric Jensen	Mnk
250 EX	
Joe Billings	Hon
OPEN BEG	
Randal Hettema	Yam
Frank Amaya	Suz
OPEN NOV	
George Spellman	Suz
250 INT	
Bernie Mayer	Hon
400 INT	
Mike Norris	CZ
250 NOV	
Roy Holzheimer	CZ
John Adams	Hon
Steve Mossman	Hon
Paul Davidson	CZ
Regie Dunlop	Suz
Jerry Roth	Mai
250 BEG	
Craig Nash	Mon
Bob Henery	CZ
Barry Blanchard	Yam
Victory Zyss	Hus
Edward Navarro	CZ
Ron Eschman	Yam
125 NOV	
Gordan Tamm	Nog
Terry Smith	Suz
Waymond Williams	Yam
John Currie	Pen
125 INT	
Dana Nelson	Suz
John Miller	DKW
125 BEG	
Tim Hoole	Suz
Dennis Burkett	Suz
100 BEG	
Nick Civallo	Yam
Bob Harcrow	Yam
Bruce Ziegler	Yam
MINI	
Mark Lawrence	Yam
Bob Toliver	Yam
Bobby Gonzales	Hon

R.A.C.E. Motocross Corona Raceway Corona, Calif.

July 26, 1973

by Dale Teubner	
MINICICLES	
Roger Mueller	Hon
Tony Alonzo	Hon
Larry DeSoto	Hon
SUPER MINI	
Robert Mueller	Hon
Keith Doege	Hon
Steve Speck	Hon
100 BEG	
Chris Provost	Ric
Jim Hudson	Yam
Steve Alley	Yam
Mike Nicklaus	Yam
George Forte	Yam
250 INT	
Leon Baird	CZ
Randy Hoff	Hon
Reggie Ragsdale	CZ
125 BEG	
Ron Weaver	Yam
Robert May	Yam
Ruben Durazo	Suz
Marc Crosby	Pen
125 JR	
Drew Belk	Suz
Dan Bryson	Yam
Rick Lee	Yam
250 BEG DIV I	
Jay Roberts	Hon
Dave Walters	CZ
Gary Colbert	Hon
250 BEG DIV II	
Wesley Bachman	CZ
Rick Morrow	Hod
Mike Martin	Hon
250 JR	
John Adams	Hon
Dan Roach	CZ
Rick Lee	Yam
Ron Glenn	Yam
500 BEG	
Joel Bilotta	Yam
Bruce Williams	Bul
Brian Tolson	Mai

District 37 1973 2nd Quarter Point Standings

Open Class	
Troy A. Hollis	625
Joseph Veillon	390
Michael L. Hannon	371
George Luther	330
Randy Scott	318
George Elliott	261
Bruce M. Boyd	193
Michael Van Deusen	170
Lee Jouglaud	159
Joseph C. Brickner	155
Mark Cook	154
Frank Fitzgerald	154
Skip Kreps	125
Ken Markling	124
Bill Kelly	104
Paul J. Napoleone	101
George Spellmon	99
Rick Reed	96
Jim L. Ringo	86
Red Buchan	66
John Burke	55
Lyn Mattoy	50
Paul Sorensen	42
C. M. Breck	41
Ray Robinson	39
Michael A. Van Zandt	36
Steward Dowd	33
William E. Saltzman	30
John Pl. Brbavach	29
Dick Young	28
John Parker	27
Steven Rosales	142
Curt Cook	84
Terry Bilton	24
Dick Blue	21
Richard W. Robinson	20
Dick Frampton	20
Arthur J. Porter	18
Joe Corder	16
Cal Parsons	16
Tim Tingle	15
Peter Miller	14
Les Tooman	10
Carl Cotton	10
Tom Hainley	10
Larry H. Lewis	9
Steve Jarvin	8
John Domoslai	8
Marty Stockstell	8

Motocross Owyhee MC Boise, Idaho June 29, 1973

by Lenore Richardson	
100 B	
Corey Fly	Yam
Tom Fitzgerald	Yam
Loren Shockey	Cha
125 B	
Rex Barrie	Hus
Ken Carter	—
Dave Newell	Hod
125 EX	
John Pakaleike	Rup
Bruce Harris	Hus
John Sparks	Hus
250 B	
Ken Medley	Hon
Dan Taylor	Hon
Lynn Cowles	Yam
250 EX	
Tim Wright	Hon
Bud Sparks	Hon
Joe Cook	Hon
OPEN B	
John Pewett	Mai
Gary Carson	Yam
Jesse Bell	CZ
OPEN EX	
Loen Sackman	CZ
Rick Grisham	Hon
Tom Sawyer	Kaw
MINI EX	
Jerry Wright	Hon
Butch Richardson	Hon
Loren Shockey	Yam
MINI B	
Robyn Uzzel	Hon
Randall Uquiquiza	Cha
Jay Dunn	Ind

Motocross Owyhee M.C. Boise, Idaho July 13, 1973

by Lenore Richardson	
MINI B	
Robyn Uzzel	Hon
Randall Equisquiza	S
John Davis	Hon
MINI EX	
Denny Lee	Hon
Tim Gallegos	Hon
Kent Flinch	Hon
125 B	
Rex Barrie	Hon
David Newell	Hon
Dave Haug	Hon
125 EX	
John Sparks	Hon
Tim Green	Pe
Robert Bucknell	
250 BEG	—
Gerry Davis	—
Dennis Oyley	—
Les Czorba	—
250 EX	—
Dale Jauert	—
Bruce Harris	Hon
Dan Gearing	R
OPEN B	
John Rewett	M
Randy Cauney	Hon
Gary Carson	Ya
OPEN EX	
Rick Grisham	Hon
Allan Welb	Hon
Tom Leisman	H

RESULTS

District 37 2nd Quarter Points Standings

0-125 Class

Jim Connolly	717
David Camp	475
Rick Keloe	448
Joe Keloe, Jr.	379
Danny Sanchez	355
Eric Jensen	230
Clay Masters	176
Robert Jeffery	173
Frank Castro	156
Chris Young	150
Elliott Brainard	143
Tom Grant	140
Wayne Meacham	140
Jack Pritchard	118
Russ Garcia	106
Mike Welker	103
Tony Rogers	101
C. M. Daly Jr.	100
Wayne W. Richter	99
Cherry Stockton	98
R. Scott Moreland	90
Claude M. Harris	86
Linus R. Beall	80
Jeff Drummen	75
Butch Linden	74
Diane Connolly	70
Ben Harwell	70
Billy Meacham	68
Roger Belding	68
Tim Welker	65
Bob Hunter	64
Rony Porto	57
Sue Hall	50
Nancy Payne	47
Dan R. Waller	47
James Tran	44
Patrick Hubbs	40
Ron Taylor	39
Kenneth C. Jenner	34
Terry L. Rauh	31
Merrill M. Miller	30
Larry Dysert	28
Bret Ledf	24
John Adams	22
Richard Johnston	21
Jeff Jennings	21
Larry Bird	22
Joseph Pearson	18
Dennis Dolton	17
Robert Dudleston	16

District 37 2nd Quarter Points Standings

126-250 Class

Mark Cook	763
Gary Knieper	588
Ronald Hanson	324
Fred Griego	306
Allen D. Cooke	289
Nate Sciacqua	280
John Carmello	256
Rick Burke	232
Tony Rogers	211
Pete Kolbet	207
Dale Brassfield	161
Ron Haase	140
Gene Moffett	139
Thomas M. Dolton	129
Rick Newlee	125
Chris Henry	110
Tim Sarian	106
Gary C. Poppett	101
Clinton Tarvin Jr.	100
Matt Bilton	100
Ray Moody	100
Stephen Dahlstrom	95
Robert Bernier	86
John Allen Kubut	81
Steve Bebeck	81
Terry Bilton	80
Don Cook	74
Jerry Roth	73
Howard C. Meyer	62
Gary Semenza	57
Donald Lewis Jr.	51
Tom Stockton	49
Steve Mudd	46
Dennis W. Jones	42
Ronald C. Petersen	40
Keith Tennis	40
Don Bongiorno	40
Fred Coppi	39
Paje Richmond	33
David Gruber	33
Troy A. Hollis	30
Bob Gunderson	25
Charles Eskew	24
Jack Eitzen	22
Larry Huffman	22
Jim Byrd	21
Steven Coutts	20
James Dougherty	19
Nick Simmons	19
Howard R. Hellman	18

Scrambles

Fremont Raceway Fremont, Calif. July 21, 1973

by Bill Spencer

100 NOV	
Pete McLaughlin	Hod
Steve Carillo	Yam
Henry Rivera	Hod
100 JR	
Hank Souza	Suz
Mark Murray	Hod
125 NOV	
Steve Harvey	Yam
Marty Rushing	Suz
Rodger Slack	Yam
125 JR	
Mark Allen	Hod
Eddie Bandini	Bul
125 EX	
Mark Smith	DKW
Dick Gracia	Bul
175 NOV	
Bill Hale	Yam
Reed Bagness	Yam
200 NOV	
Fred Willis	Bul

Bob Rayment	Bul
200 JR	
Robbie Hohstadt	Bul
Randy Evans	Bul
Sal Hoffman	Oss
250 NOV	
Greg Ragon	Suz
Lynn Geroge	Bul
Steve Turner	Bul
250 JR	
Steve Sylvester	Bul
Danny Hogue	Suz
Gary Rocker	Ric
250 EX	
Mark Smith	Yam
Randy Gibbs	Yam
Steve Eklund	Yam
350 NOV	
Joe Gonslaves	Bul
Jim McMahon	Bul
Joe Hardy	Bul
350 JR	
Ed Clark	Kaw
Gary Bushnell	Bul
Phil Vitale	Hon
500 NOV	
Steve McKibbin	Yam
Marty Malchow	Yam
Frank Voshall	Yam
500 JR	
Eric Weissler	BSA
Danny Hogue	Suz
Joe Divecchio	Yam
500 EX	
Jerry Kole	Yam
Steve Eklund	Suz
Ted Bailey	Yam
650 NOV	
Dave Cox	Tri
AI Dye	Tri
650 JR	
Tony Arnaiz	Tri
Gary Eklund	Tri
Bill Phillips	Tri
650 EX	
Bill Landsborough	BSA
Mike Kalamaras	Tri
Rick Otto	Tri

Scrambles

Lodi Cycle Bowl Lodi, Calif. July 20, 1973

by Bill Spencer

650 EX	
Alex Jorgensen	BSA
Duane Spence	Tri
Mike Kalamaras	Tri
650 JR	
Vern March	Tri
Tony Arnaiz	Tri
650 NOV	
Dave Cox	Tri
Jay Nash	Tri
500 EX	
Ray Huff	Suz
Kim Jorgensen	Suz
Steve Eklund	Suz
500 JR	
Ray Ford	Bul
Alan Posey	Yam
Danney Hogue	Suz
500 NOV	
Steve McKibbin	Yam
Stuard Herreid	Suz
Billy Green	Yam
250 EX	
Kim Jorgensen	Suz
Ron Alsop	Bul
Steve Eklund	Yam
250 JR	
Ray Ford	Bul
Ray Burton	Kaw
Bill Brown	CZ
250 NOV	
Steve Turner	Bul
Mike Preston	Hon
Jack Stone	Yam
200 JR	
Jimmie Blackwood	Bul
Bob Rayment	Bul
200 NOV	
Rick Silva	Bul
Rich Carter	Suz
175 NOV	
John Narvaez	Yam
Kim Proctor	Pen
125 EX	
Jerry L. Willis	Pen
Ted Davidson	CZ
Danny Rackley	Suz
125 JR	
Dennis Frisbie	Suz
Ted Rouse	Suz
G. Pietruszkiewicz	Bul
125 NOV	
John Gerhardt	Bul
Jim Byrnes	Yam
Kris Feichtmeir	Bul
100 NOV	
Carey Mitosinaka	Suz
Ken Jackson	Kaw
Don Wiedman	Kaw

CRC Motocross

Canyon Cycle Park Devore, Calif. July 21, 1973

by The Shadow

MINIBIKE	
Bret Locklan	Hon
Frank Spangler	Ind
Joe Spangler	Ind
100 BEG	
Danny Fleming	Yam
Rick Isenberg	Yam
Bob Harcrouver	Yam
125 NOV	
Tim Hoover	—
Kevin Anderson	Pen
Mark Fever	Pen
250 NOV	
Bobby Harber	Hus
Richard Ball	CZ
Ron Dumas	CZ
OPEN NOV	
Kenny Green	Suz
Steve Stewart	CZ
Bryan Ponlos	CZ

125 BEG UNDER 16

Jeff Morris	Suz
Brian Speaks	Yam
Merle Stephens Jr.	CZ
125 BEG	
Craig Hughes	Suz
Frank Castro	Mon
Don Williamson	Pen
250 BEG	
Craig Nash	Mon
Mike Thornberry	Yam
Gary Holbrook	Suz
OPEN BEG	
Gary Phillips	Hus
Shay Huffman	CZ
George Hays	Mai

Moreno Valley M.C. De Anza Cycle Park Sunnyvale, Calif. July 21, 1973

MINI BEG	
Lloyd Lawrence	Yam
Kyle Parham	Hon
Kelley Hunter	Hon
MINI JR	
Bob Scramm	Hon
100 BEG	
Jimmy Owensby	Suz
100 JR	
George Forte	Yam
125 BEG	
Richard Owensby	Suz
Dan Bartlett	Hod
Richard Bartlett	Yam
125 BEG	
Powder Puff	
Marilyn McGowen	Suz
125 JR	
Doug McGowen	Suz
175 JR	
Dwayne Vanderby	Yam
250 BEG	
Fred Gregory	Yam
Tom Jones	Yam
Jim Quinn	Yam
250 JR	
John Lawson	Yam
250 SR	
Don Bazemore	Hon
OPEN BEG	
Burke Tollstrup	Mai
OPEN JR	
Dave Brooks	Bul
OPEN SR	
Tyler Tollstrup	CZ

TT Scrambles

Perris, Calif. July 21, 1973

by Carolyn Graves

100 NOV	
Richard Clubb	Kaw
Martin Britton	Kaw
David Taylor	Hod
100 NOV	
David Young	Kaw
Jay Wagner	Kaw
Robert Christ	Suz
100/125 AM/EX	
Steve Lyons	Suz
Danny Miller	Kaw
Donald Keeling	Yam
175/200	
Eddie Shipley	Suz
Glen Hensley	Kaw
Norm Blake	Bul
125 NOV	
Robert Goodwin	Gem
Randy Hayes	Yam
Mike Depape	Yam
125 NOV	
Stacey Berry	Yam
Walter Hall	Yam
Bob Ramage	Yam
250 NOV	
Keith Moss	Yam
Jeff Miller	Bul
Tim Thibodeaux	Yam
250 NOV	
Terry Hintz	Yam
Robert Swager	CZ
Jeff Moddy	Hon
250 NOV	
Paul Schaffer	Yam
Chris Armstrong	Yam
Ted Van Voorhie	Hon
250 AM/EX	
Jamey Blunt	Oss
Elbert Turner	Yam
Wiley Miller	Kaw
NOV MOTO	
Dennis Stubblefield	Yam
Robert Luly	Mai
R. G. Stone	Mai
NOV MOTO	
John Fox	G-S
Chrales Kelley	—
Jerry Carson	Yam
NOV MOTO	
Eugene Morris	Suz
Rob Conatser	Ric
Harold Brown	Yam
NOV MOTO	
Carl Brown	Yam
Keith McAuley	Suz
Al Smith	Yam
AM/EX MOTO	
Greg Kearney	Mai
Jack McCafferty	Yam
Paul Lass Sr.	Suz
AM/EX MOTO	
Vince Graves	Suz
Gary Tanner	Mai
Rex Hailey	Yam

District 36

Black Plate List

As of July 23, 1973

by Bill Spencer

Mark Smith	162
Mike VanLienden	107
Mike Kalamaras	98
Ron Alsop	94
Steve Eklund	86
Ted Davidson	71
Mike Allen	53
Ray Huff	51

Ron Kole	50
Rick Otto	50
Neil MacDannald	41
Kim Jorgensen	40
Alex Jorgensen	30
Mark Protz	29
Jerry Kole	27
Duane Spence	25
Dale Mathers	21
Dennis Spence	20
Dick Anderson	19
Bruce Rust	19

R.A.C.E. Motocross

Corona Raceway

Corona, Calif.

July 27, 1973

by Dale Teubner

MINICYCLES	
Gary Renshaw	Hon
Jack Browning	Hon
Scot Tipton	Hon
Dana Warne	Hon
100 JR	
Nick Civallo	Yam
Dan Smith	Pen
Mike Loper	Kaw
125 JR DIV I	
Mike Morgan	Suz
John Currie	Pen
Gary Peterson	Yam
125 JR DIV II	
Dana Nelson	Suz
Mark Van Camp	Yam
Mike DeBruyn	Suz
250 JR DIV I	
Rick Lee	Yam
John Adams	Hon
Joel Grant	Bul
250 JR DIV II	
George Nance	CZ
John Hoffard	Yam
Greg Stone	Yam
500 JR	
Don Pettingill	Yam
Lee Jougard	Bul
Mike Riley	Hus
125 INT	
Alfredo Rodil	Suz
Chris Deyoer	Suz
Brian Renshaw	Pen
125 SR	
Bill Henderson	DKW
Rick Sanders	Suz
Mark Tyer	Pen
250 INT	
Greg Sokol	Bul
Bob Brown	CZ
Steve Subith	Yam
250 SR	
Dave Carlson	Yam
Scott Miller	Hus
Brad Lynch	CZ
500 SR	
Rex Staten	Mai
David Boydston	B&S
Jim Latendresse	CZ

Motocross

Escape Country

Trabuco Cnyn., Calif.

July 29, 1973

250 NOV	
Rick Sanford	CZ
Don Pentecost	Hon
Ed Trent	Suz
Bill Turner	CZ
Rick Fifield	Suz
Jim Watkins	Yam
Jim Lee	Oss
250 INT	
Greg Sokol	Bul
Jon VanBruekelen	Bul
250 EX	
Doug Sherman	CZ
Garylon Mosier	Mai
Jeff Jennings	Hon
Jon Derhammer	Hon
Pat Flynn	Yam
OPEN 1st DAY	
Tim Vincent	Suz
OPEN BEG	
Richard Craig	Gre
OPEN NOV	
Bob Savage	Yam
Lyn Lahn	Hus
Fred Nelson	Mai
Larry Downen	Mai
OPEN INT	
Bill Stubbs	CZ
Steve Shepard	Hus
OPEN EX	
Bill Rubly	Mai
Dave Boydston	Mai
Mark Nohr	—
125 EX	
Barry Porter	Bul
Bill Henderson	DKW
Steve Gannon	Pen
175 1st DAY	
John Davison	Pen
175 BEG	
Doug Mock	Pen
175 EX	
Mark Ritchie	Pen
175 NOV	
Jim Curland	Yam
Scott Breithaupt	Yam
175 INT	
Ken Ritchie	Pen
POWDER PUFF	
Nancy Harris	Hon
Gayle Dume	Yam
250 1st DAY	
Gordon Smith	Suz
Dennis Thompson	Gre
Ron Fisher	Kaw
Greg Shideler	Yam
250 BEG	
Mark Musgrave	CZ
Dennis Wilson	Oss
Greg Berg	Suz
Gordy Ledford	CZ
Richard Salazar	CZ
Harrison Titus	Hon

100 NOV	
Steve Babcock	Suz
Rick Hutchinson	Yam
Jeff Bean	Pen
Steve Gavin	Kaw
100 INT	
Gene Woods	Hod
100 EX	
Dave Bradley	Kaw
125 1st DAY	
Pat Baadilla	Suz
Kirt Ivy	Bul
Greg Gannon	Pen
125 BEG	
Rocky McKee	Suz
Scott Clifton	Suz
Mitch Musgrave	Hus
Dan Wiegell	Suz
Ricky Overholtzer	Yam
125 NOV	
Tom Battey	Bul
Jason Bunch	Yam
Joe Romney	Suz
Tom Brockman	
Larry Gross	Bul
Kevin Tidball	Pen
125 INT	
Dan Loras	Pen
Bob Kapsner	Pen
SUPER MINI	
1st DAY	
Stephen Florio	Hon
SUPER MINI BEG	
F. J. Stoner	Hon
SUPER MINI NOV	
Joe Rivello	Hon
SUPER MINI INT	
Bob Quintin	Hon
SUPER MINI EX	
Greg Bartock	Hon
MINI 1st DAY	
Tommy Garvis	Hon
MINI NOV	
Pete Hillebrecht	Hon
MINI EX	
Duane Mapes	Hon
100 1st DAY	
Don Aragon	Yam
Joey Aragon	Yam
100 BEG	
Guy Baker	Kaw
Lee Fellabaum	Hod

RESULTS

125 BEG
Larry Burch
Corey Fly
Bo McCutchen
125 EX
Randy Lee
Lonnie Wright
Nate Gross
250 BEG
Sid Alley
Dan Taylor
Dennis Gross
250 EX
Dan Gearing
Leon Sackman
John Pakalanka
OPEN BEG
Mark Monroe
Gary Carson
Dave Olsen
OPEN EX
Vic Greenfield
Steve Olsen
Ron Lee

Triple M Speedway Marysville, Calif. July 21, 1973 by H. Pelliccione

100 NOV
Dallas Davis
Mark Bender
Ed Ridenour
125 NOV
Tom Schirle
Cary Wilson
Rodney Marble
200 NOV
Kim Proctor
Darrol Brown
Preston Perskey
250 NOV
Donnie Stommel
Neil Cagle
Dan Reed
OPEN NOV
Scott K. Marran
Stuart Herred
Jim Campbell
125 AM
Dennis Frisbie
Ken Williams
Hans Babski
250 AM
Ted Gansberger
Stephen Metcalf
Jeff Stadel
125 EX
Jerry Willis
Gary Davis
Bob Morris
250 EX
John Green
Bob Jorgenson
Kim Jorgenson
OPEN AM
James Joy
Richard Evans
Dan Frisbie
OPEN EX
John Green
Al Ludwigsen
Dave Brant
MINIBIKES
50 NOV
Scott Dickerson
Travis Griffin
Richard Gildersleeve
50-60 NOV
Mark Sturgeon
Phil Bakarich
Mark Bean
50-60 AM/EX
Jim Lesniewson
Jimm Bratten
Mark Baughan
100 NOV
Ronnie Combs
Jim Lesniew
Johnny Bratten
OPEN NOV
Jim Carpenter
Jeff Adams
Jeff Williams
70-80 AM
Fred Merkel
Jim Da Prato
Marvin Honeycutt
70-80 NOV
Richard Mollock
Mark Sturgeon
Phil Bakarich

Motocross Yuba-Sutter M.C. Marysville, Calif. July 22, 1973 by H. Pelliccione

100 NOV
Jace Carter
Tony Boxer
Steve D. Gard
125 NOV DIV I
Dave Helm
Dan Lamberson
Quinn McGrath
125 NOV DIV II
Dan Lyons
Marc Warburton
Curt Warburton
125 NOV DIV III
Gary McKay
John Thornburg
Pat Hughes
125 AM
Mark Johnson
Jim Moe
Grey Rogers
125 EX
Danny Turner
Jon Boyette
Eddie Brown
250 NOV DIV I
John Hiltz
Brian Stevens
Brian Trekel
250 NOV DIV II
Randy Matlock
Dan Reed
Rory Ivers

250 NOV DIV III
Allen Clover
Sherwood Hall
David Medich
250 AM
Cloyse Holland
Keith Wiggins
Joh Woo
250 EX
Danny Turner
Floyd Davis
Mike Hart

Triple M Spdwy.
Marysville, Calif.
July 21, 1973
by H. Pelliccione

Motocross Owyhee M.C. Boise, Idaho July 10, 1973 by Lenore Richardson

100 BEG
Bob Carlberg
Mike Strassen
Norman Crume
125 BEG
Randy Josephson
John Thayer
Larry Severson
125 EX
Larry Harvey
Bill Cook
Ron Steven
250 BEG
Greg Foley
Brent Labrium
Lester Alter Jr.
250 EX
Larry Meredith
Mark Tennyson
Lonnie Jordahl
MINI B
Rod Marcum
Robyn Uzzel
Roger Andra
MINI NOV
Butch Richardson
Joe Turney
Craig Whitney
MINI EX
Dan Moore
Jerry Wright
Danny Atkinson
POWDER PUFF
Cindy Madsen
Tony Williams
Mary Neibaur

District 37 1st Half Standings Trail Bike Desert

	pts.
Larry Roeseler	1375
Cordis Brooks	1355
Bruce Ogilvie	1215
Mike Cartledge	1090
Lee Caldwell	633
George Guiles	575
Curt Randall	555
Roger Reed	550
Dennis Scammell	540
Joel Semple	505
Bob Rutten	500
Lynn Wilson	480
Earl Roeseler	485
Jack Dailey	450
Chuck Cartledge	450
Michael Leckich	437
Wes Anderson Sr.	435
Gary Conner	430
Bob Lee	410
Mark Miller	384
Chris Weber	376
Larry Shumway	372
Terry Raye	370
Robert Zamora	345
Steve Wagner	343
Phil Cloward	330
Jack Froelich	325
Dave Banks	323
Steve Alley	313
Roland Rodman	293
Butch Ventzke	290
Ron Cobb	276
Mark Hanson	276
Chris Austin	275
Brian Mathews	270
Rick Morrow	270
Louis Darling Jr.	251
Pat Dailey	250
Jerome Johnson	235
Bill Binyon	233
Mike Anast	230
Craig Kerdus	225
Edward Falkner	223
Dave Dixon	223
Eddy Babb	221
Mike Johnston	215
Mark Cartwright	208
Tim Bowman	205
Steve Nestle	203
Douglas Martin	203
Al King	199
Thomas Jenkins Jr.	181
Kevin Haynes	180
James May	173
Stan Udell	170
Don Ogilvie	170
Jeff Parker	165
Lucky Merritt	150
Jan Lehotan	148
David Wasden	141
Robert Parma	140
Byron Wright	140
Jim Wotring	140
Chuck Pettigrew	139
Russell Jenkins	137
Dan Semple	137
Ernie Mahoney	135
Rusty Sanderson	135
Power Johnson	133
Roger Sanderson	131
Shawn McKean	130
Doyle Mosley	130
Frank Keepers	130
Ray Morrow	125
George McClellan	125
Rick Flores	122

Thomas Fee
Dick Kelsey
Dean Bird
Greg Pagan
Leo Froelich
Richard Poff
Darren Kesley
Mark Barner
Phil Cowan
Walker Yetto
Mark Powers
Marvin Otten
Wally Jones
Wayne Saddlemyre
Joy Malis
Edward Rodine
Mary Brooks
Richard Young
David Rodee
Jack Garjian
Glen Cox
John Jones
Allen Hunt
Thamos Jones

CRC Hare Scrambles Lucerne Valley, CA July 22, 1973 by The Shadow

FIRST OVERALL
Gus Paull
OPEN NOV
Robert Stack
Tom Bush
Art Cossio
250 BEG
Ray Ruppel
Jim McCall
John Schloe
175 NOV
Dale Teubner
125 NOV
Patrick Jones
Bill Morse
Ray Zylstra
100 NOV
Ron Kent
Bill Bellah
OPEN BEG
Richard Mitchell
Steve Moerke
William DelHagen
250 BEG
Bob Oxley
Mike Martin
P. Kapko
Bob Huff
Cary Bujan Jr.
J. C. Beck Jr.
Darryl Webb
Ron Tebbis Jr.
175 BEG
Bob Ackles
Gary Bogart
John Martin
125 BEG
Wayne Sanford
Gilbert Infante
Frank Stuckey
125 BEG UNDER 16
Tom Leffler
Guy Campbell
Scott Chase
100 BEG
Donald Knight
100 BEG UNDER 16
Robert Del Gaudio
Jeff Birkholz
Ken Dole
250 INT
Chuck Ivec
John Steen
OPEN VETS
Philip A. Judd Jr.
Jack Kelly
Ken Ellis
250 VETS
Leo Kannon
David Webb
POWDER PUFF
Sue Kannon
Shirley McGurk
Kathy Campbell
MINI
Rick Whitney
Dean Meltzer
Gary Bullington
David McRory

Motocross Moreno Valley M.C. De Anza Cycle Park Sunnyvale, Calif. July 28, 1973

MINI BEG
Mike Shea
Lloyd Lawrence
125 BEG
Herb Carbaugh
Max Aldridge
Richard Owensby
125 JR
George Forte
Doug McGowen
Jeff Blanton
175 JR
Dwayne Vanderby
250 BEG
Joe Collins
Ron Glenn
Bob Quinn
Jim Quinn
Farley Brown
250 JR
Jeff Jarvi
John Lawson
Reid Carlton
250 SR
Larry Roeseler
Don Bazemore
OPEN BEG
Burke Tollstrup
R. Heath
Einar Fritz
OPEN JR
Steve Lovern
OPEN SR
Tyler Tollstrup

Motocross Escape Cntry., Calif. July 28, 1973

OPEN 1st DAY
Rick Dorsey
OPEN BEG
Jerry Biechler
OPEN NOV
Rodger Cook
250 1st DAY
Ron Gonzales
John Jones
250 BEG
Dan Buile
250 NOV
Bob Nyby
Rodger Kettleseger
Ward Craighead
250 INT
Javier Garcia
175 1st DAY
Carl Ritchie
175 NOV
Jim Curland
POWDER PUFF
Jan Stanley
125 NOV
Lennie Garten
Tom Hutchinson
John Hart
Elias Gomez
Jerry Hutchinson
Fred Webb
125 INT
Bill Gore
125 EX
George Collins
125 BEG
Tommy Luera
Hal Baerg
125 1st DAY
Mark Nesti
Thomas Manning
Mike Duvalda
Richard Thompson
100 1st DAY
Mike Castillo
100 BEG
Dan Trujillo
100 NOV
Rick Hutchinson
SUPER MINI
1st DAY
Kelly Hunter
SUPER MINI BEG
Bob Schram
SUPER MINI NOV
Ronny Stewart
SUPER MINI EX
Mark Mariott
MINI 1st DAY
Tony Lani
MINI BEG
Ed Fairfield

Pro Short Track Santa Rosa, Calif. July 25, 1973 by J. Brammer

FINAL
Rick Hocking
Mike Renslow
Jeff Davidson
Larry Drew
Billy Labrie
Dana Perri
John Gennai
Phil Anderson
Dennis Robinson
CONSOLATION
John Guglielmetti
Douglas Rowell
Phil Carando
TROPHY DASH
Rick Hocking
Billy Labrie
Mike Renslow
Larry Drew
3rd SEMIFINAL
Rick Hocking
Dana Perri
Dennis Robinson
Carl Yerby
2nd SEMIFINAL
Dennis Drew
Billy Labrie
John Gennai
Jerry Kole
1st SEMIFINAL
Jeff Davidson
Mike Renslow

Motocross Indian Dunes Valencia, Calif. July 27, 1973 by Tom Corley

POWDER PUFF
Dolly Hays
Kelly Bartlett
Sue Hall
MINIS
Bobby Jones
Bobby Tocco
Mike Lewis
100 JR
Kevin Berger
Robert Ransey
Jeff Moll
125 JR
Greg Oesch
Kenneth Tekut
Nick Hale
250 SR
Jeff Vidic
Ken Zahrt
Tracy Oswell
100 BEG
Craig Cole
Dave Bush
Junior Colson
125 BEG
George Chivo
Randy Gavin
Mike Camino
500 SR
Tom Claire
Parrry Klassen
Jim O'Neal
250 INT
Jim Bauer
Tom Bates
Chris Bartlett
500 INT
Terry Wood
250 JR
Lonnie Orr
Steve Miller
Dennis Wrenn
250 BEG
Steve Loughran
Mike Tschope
Don Cessna
125 INT
Gary Hymes
125 SR
Ken Zart
Tom DeLaTorre

500 BEG
Gary Moore
Craig Robertson
Jim Nicklas
OLD TIMERS
Bill Andrews
Wes Sharp
500 INT
Steve Smith
Slip Sliden
Bill Andrews

CRC Motocross Deadman's Point Apple Valley, Calif. Aug. 5, 1973

MINI 80
Kurt Sofka, Jr.
Tim Hoover
John Silva
MINI 60
Frank Souto
Mike McGurk
Rick Stephenson
POWDER PUFF
Madelene Almieda
Lori Payne
Marketa McDougal
100 BEG UNDER 16
Gary Hart
Keith Powers
Mark Page
100 BEG OVER 16
Jim Thompson
125 NOV DIV I
Bill Gifford
Dennis Rose
Tom Karos
100 NOV
Dave Oiler
Rudy Sayby
Larry Riple
125 NOV DIV II
Mark Miller
Morris Mena
Robert Fudge
125 NOV UNDER 16
Mark Ruelas
Tim Hoover
125 BEG UNDER 16
Mark Ruelas
Tim Hoover
125 BEG UNDER 16
Tyrone Brown
Mark Weida
Ted Brobeck
125 BEG
Mandel Roberts
Jeff Boss
Tod Henningsen
250 BEG DIV I
Steve Ball
Tony Taylor
Berry Sewell
250 BEG DIV II
Walter Pallock
Hoyt Morrow
G. O. Johnson
250 BEG UNDER 16
Shawn Underwood
Rob Evans
175 BEG
Dan Keough
Doug Ramp
250 NOV DIV I
Jeff Newman
Ray Doblick
Brad Bryant
250 NOV DIV II
Gary Little
Greg Bebeck
Don Lyon
OPEN BEG DIV I
Steve Snodgrass
Steve Moore
Chuck Neughbaugh
OPEN NOV
Michael Jackson
Mich Allread
Fat Al
OPEN BEG DIV II
Gary Phillips
Roger Plaskey
Terry Taylor
VET 125
Jerry Lowell
VET 250/175
Lew Mayers
OPEN VET
Robert W. Jones
125 INT
Tim Buck
Carter Reed
Jon Miller
250 INT
Rick Lee
Jim Arneson
Larry Brown
OPEN INT
Bill Stubbs
250 EX
Rex Staten
Tony Rogers
Morgan Malacco
125 EX
Dick Wambold
Chuck Wagner
Chris DeBoer
OPEN EX
Rex Staten
Dave Ohi

AME MX Carlsbad Rcw. Carlsbad, Calif. Aug. 5, 1973 by Tom Corley

100 BEG
Wes O'Brien
Glen Coahran
Dale Moody
125 BEG
Brad Phoenix
Murray Lantz
Mike Barber
250 BEG
Doug Mittag
Brad Wicken
Jerry Wolfinbarger
500 BEG
Paul Webster
Dave Helme
Dennis Beat
500 INT
John Wozniak
Rick Blom
John Wilder
250 INT
Jack Hazard
Tom Hogue
Larry Kopp
Edward Faulner
Tom Bruegemann
Patt Dodd
125 JR
Bill Glore
John Barnes
Ralph Apodaca
125 SR
Bill Urban
Ralph Agajanian
Dave Montgomery
125 INT
Greg Blackwell
500 SR
David Boydston
250 SR
Richard Pinnick
Richard Grafton
Tracy Oswell
250 JR
Doug Bishop
Dana Slater
John Sullivan
500 JR
Paul Knabb
Tom Lansford
Charles Groshek

TT Scrambles Corona Raceway Corona, Calif. July 31, 1973

MINI A BEG
Randy Flores
Nino Villaipondo
Jeff Hall
MINI INT
Joe Tucci
Steven Mott
Terry McCreery
MINI ADV
Pat Richmond
Jeff Wright
Melanie Evans
100 NOV
Gary Stadden
Steve Powell
Jeff Wright
100-125 AM
Mark Upton
Mike Tidwell
Mike Kohl
125 NOV
Steve Schilling
Mark Phillips
Ed Burns
175-200 NOV/AM/EX
Steve Bales
Hal Cheetwood
Brian Searcy
250 NOV
Mike Tidwell
Rusty Miller
John Newquist
250 AM/EX
Rob Dameron
Clint Palmer
OPEN NOV
Bill Carpenter
Derek Katanic
Lloyd Miller
OPEN AM
Brian Tolson
Joe Flores
Bob Anderson
OPEN EX
Jim Wright
Paul Lambert
Doug Westley
SPEC. NOV
John Newquist
Michael Jones
Steve Powell
SPEC. AM/EX
Jim Wright
Doug Westley



Each listing \$1.00 per week
Send to Cycle News
Box 498
Long Beach, Ca.
90801

TROPHIES for Simi Valley M.C. Hare and Hound, can be picked up August 19 at the Rams-Prospectors Dual European Scrambles or at Fox & Parsons Automotive, 8534 Sepulveda Blvd., Sepulveda, Calif. (213) 782-5373. Trophy presentation has been cancelled. (31/2x)

RIMRUNNER M.C. trophies for June 17 HS can be picked up at Desert Turtles E.S. Aug. 11 - 8 o'clock, Colorado Kool and Speed Drinking Contest. Phone (213) 338-0986. (31)

CALENDAR

Wednesday, Aug. 8

SHORT TRACK
Fremont Rcw., Cal.
Open: 4, prac: 5, race: 7.
Ride or watch \$2.50. D-36.
415/327-4461.

CMC MOTOCROSS
Ascot Park, Gardena,
Cal. Open: 4:30 pm, sign
by 6:30, race: 7:30. \$5 per
class. CMC license
required.

**CMC CLASS A
SPEEDWAY**
Orange County Int.
Rcw., Sand Cnyn Rd
from Santa Ana Fwy, El
Toro, Cal. Adm: \$2.75.
Start: 8pm.

USMRC MOTOCROSS
El Toro Rcw., El Toro,
Cal. All Junior. Start: 7pm.

Thursday, Aug. 9

CMC MOTOCROSS
Orange County Int.
Rcw., Cal. Open: 4:30,
sign by 6:30, race: 7:30.
\$5 entry per class and CMC
license.

**BREA RECREATION
DEPARTMENT BX**
Olinda Elementary
School, Brea, Calif. Start
2:00 pm, free entry. Take
Carbon Canyon Road to
Olinda. Info: call Brian at
524-1866.

August 9-11

SUZUKI FUNFAIR
Thomas Mall, Phoenix,
Arizona.

Friday, Aug. 10

**AMA SEMI-PRO
SHORT TRACK**
T-Car Spdw., Carson
City, Nev. Open: 7, race:
8. 702/882-5030.

AMA PRO HALF-MILE
Ascot Park, Gardena,
Cal. Ex/Jr/Nov. Sign: 5:30,
race: 8:30.

D-36 SCRAMBLES
Vallejo Spdw., Cal.
Open: 4:30, sign by 6:15,
prac: 5:30, race: 7:30.
Ride: \$3, watch: \$2.50.
Class C Traction.
707/644-0741.

AME MOTOCROSS
Indian Dunes, Valencia,
Cal. Sign: 6, prac: 6:30,
race: 8. Beg: Jr; Int; Sr;
mini; PP; oldster. Post:
\$5/\$10. 20% trophies,
100% pay back.
213/675-1922.

USMRC MOTOCROSS
El Toro Speedway.
Right of San Diego Fwy at
El Toro Rd. Open: 5, prac:
6, race: 7. Enter: \$5.
714/621-3264 or
830-8050.

AMA PRO TT
Oregon Sidewinders,
13500 SE Lawnfield Rd.,
Clackamas, Ore. Sign:
6:30, race: 8. Purse:
\$1,500. 659-1022.

CMC MOTOCROSS
Irwindale, Cal. Open:
4:30, sign by 6:30, race
7:30. \$5 per class and CMC
License.

MOTOCROSS
Boise, Idaho. Open: 4,
race: 7. Ride: \$2, watch:
\$1.50. Camping.
208/344-3041 or
375-6863.

SHORT TRACK
Sonoma-Marin Frgrnds.,
Petaluma, Cal. D-36. Ride:
\$3, watch: \$2.50. Class C
traction. Sign: 5, prac: 6,
race: 7:30. 707/762-8581.

**OWYHEE MC
CLUB AMA MX**
Boise, Idaho. Follow
signs from end of Harrison
Blvd. Entry \$2.25, race 7
pm. Watch \$1.50, under
twelve free with adult.
Food and drinks at track,
free camping. Info:
208/375-6863 or
208/344-3041.

Saturday, Aug. 11

SEMI-PRO SCRAMBLES
Triple 'M' Raceway,
Marysville, Cal. AMA.
Sign: 4pm, \$2.50 ride or
watch, \$200 purse for Ex
and trophies for Sptmn.

**BICYCLE MOTOCROSS
& GRAND PRIX**
Malibu Country Club,
Nov: free, Jr: \$25, Sr:
\$50. Start: 5pm.
Motorcycle riding,
swimming and camping.
Trophies. Call Don at
213/457-7142 for
directions.

CRK MOTOCROSS
Arroyo Park, Devore,
Cal. Beg: Nov; Ex: 20%
trophy. Canceled same day.
714/Cancelled 1291 or
213/830-7519.

MOTOCROSS
Arizona Cycle Park,
Phoenix, Ariz. Open: 5:30
pm, prac til 7:30 pm, race:
8 pm. Race: \$6, watch: \$3.
Beg: Nov; Am; Ex.

MINICYCLE NATIONAL
Saddleback Park,
Orange, Cal. Mail \$8
memb. NMA, \$10 non to
23301 Ostronic Dr.,
Woodland Hills, Cal.
91364. Post: \$20.

MOTOCROSS
Escape Country,
Trabuco Canyon, Calif. 13
miles east of El Toro.
Membership \$5. All classes
race. Gates open 7am, sign
up until 8:30 am, practice
8am, race 9:30. Mail entry
\$3, phone entry \$4, post
entry \$5. Experts mail
\$10, phone \$11, post \$15.
Info 714/586-7964.

**D-36 AMATEUR
SCRAMBLES**
3800 Depot Rd.,
Hayward, Cal. Sign up 4 to
6 pm, practice 4 to 5:45,
race 7:30. \$2.50 ride or
watch, \$1.00 second bike.
All classes, silencers under
92dba required. Info:
415/276-9085.

**CERA BAKER TO ASH
MEADOWS ENDURO**
Rescheduled to August
25.

**AMA PRO
HALF-MILE**
Tulare Fairgrounds,
Tulare, Cal. Sign up 4:00
to 6:00 pm, practice 5:30
to 6:30, time trials 6:45 to
7:30, race 8:00. \$2,000
purse, winning Novice
\$100, Junior trophy dash.
Expert trophy dash. Info:
209/673-0198.

D-37 TT
395 Cycle Park,
Adelanto, Cal. Sign up by
7pm, practice 6:30, race
7:30. Entry \$2.25, gate
\$2.00. Silencers required.
TTMC Info 714/246-6109.

D-36 SCRAMBLES
Vallejo Speedway,
Vallejo, Calif. Mini, Nov
100; 125; 200; 250; Open,
Am 125; 200; 250; Open,
Ex. 125; 200; 250; Open.
Gates open 4:30 pm, sign
up 4:30 to 6:30, practice
5:30 to 6:30, race 7:30.
Silencers required. \$2.50
watch, 10-13 yrs. \$1.50,
under 10 free. Pits \$3.00.
Info 707/644-0741.

**MORENO VALLEY
MC MX**
De Anza Park, 10 miles
east of Riverside on US 60,
take Theodore off. Sign in
7:30, race 9:00. Gate
\$2.00, race \$4.00. Info:
714/735-1301.

TT SCRAMBLES
Elsinore Raceway,
Elsinore, Calif. Gates open
4 pm, sign up 5 to 7:30,
prac: 6:30, race 8. Watch
\$1.50, race \$2.00. Free
camping, silencers
required. Sunday practice
\$1.00 per bike. Info:
714/826-2386.

PRO HALF-MILE
Tulare Fairgrounds,
Tulare, Cal. \$2,000 purse,
Nov, Jr, Ex. Sign up 4 to 6
pm, race 8:00. Info:
209/673-0198.

August 11-12

AMDRA DRAGS
Great Lakes Dragway,
Union Grove, Wisconsin.

**ROCKY MNT. ROAD
RACING PRODUCTIONS
ROAD RACE**
Aspen Raceway, Aspen,
Colorado. Cash prizes. GP.
Production. Dirt Bike
Sidecar classes. Practice
Saturday, race noon
Sunday, 6 miles west of
Aspen on Hwy 82, right on
Woody Creek Canyon Rd.,
and follow the signs. Info:
R.M.R.P. 3600 N.
Cascade, Colorado Springs,
Colorado 80907.

Sunday, Aug. 12

MOTOCROSS
Meyer Rcw., 1 hr N of
Phoenix.

TT SCRAMBLES
Perris, Cal. Open: 5,
sign: 7:30. All classes.
Memb: \$3.50, non: \$4.50.
Silencers. Curfew limits
entries. 714/657-3678.

**AMA REGIONAL
CHAMPIONSHIP
HALF-MILE**
Sturgis Frgrnds, S.D.
Purse: \$3,000.

CRK HARE SCRAMBLES
Limed from Y-cafe in
Lucerne Valley, Cal. Beg:
Nov; Jr; ex: mini; young;
old; PP. 20% trophies and
pins. No memb. Start: 9.
714/688-1291.

AME MOTOCROSS
Indian Dunes, Valencia,
Cal. Beg: Jr; Int; Sr; mini;
oldster; PP. Sptmn mail \$5.
Sr: \$10 to 13004 S.
Washington, Hawthorne,
Cal. 90250. Open 6:30,
prac: 8, race: 9.
213/675-1922.

CRK MOTOCROSS
Arroyo Park, Devore,
Cal. Beg: Nov; Int; Ex;
young; old; PP. No
memb. 20% trophies same
day. Camping.
714/688-1291 or
213/830-7519.

CMC MOTOCROSS
Carlsbad, Cal. Sptmn
mail \$5, Ex: \$10 to Box
1402, Costa Mesa, Cal.
92727. Post: \$10/\$15.
100% back to Ex. Open:
6:30, prac: 7:30, sign by
8:30, race: 9. camping

AFM ROAD RACE
Ontario Speedway, Cal.
Pre entries to 1810 S.
Fair Oaks, South Pasadena,
Cal. 91030. Rm. 303.

RRA MOTOCROSS
Rawhide Park, Cal.
Start: 9am
Beg/Nov: mini/oldster.
40% Canceled trophies.
213/921-5466.

G.P. MARATHON
Sand Hill Ranch,
Camino Diablo N of
Livermore, Cal. Open:
6:30, race: 8:30. Mail: \$6,
post: \$8. 415/689-6722.

D-37 TT SCRAMBLES
Corona Raceway,
Corona, Calif. Gates open
7 am, sign up 8 am, race 9
am. Info: 714/870-5220.

MOTOCROSS
Soledad Sands Park,
Acton, Calif. Jr and Int
post only \$8.00, free gate
to riders. Open 7, prac. 8,
first race 9. Trophies end
of day 40%. Hwy 14 to
Crown Valley Turn off.
805/259-1008.

**GRAND PRIX
MARATHON**
Sand Hill Ranch,
Livermore, Cal. 10% brass.
Silencers reg. Take Hwy
580 to Vasco Road in
Livermore, go north 14
miles on Vasco to Camino
Diablo, turn right 1 block.
Info: c/o 1325 Galindo St.,
Concord, Calif. 94520.

CRK MOTOCROSS
Rawhide Park, Elsinore,
Cal. Beg: Nov; Int; Sr;
mini; oldster; PP; young;
No membership required.
Info: 714/688-1291.

**D-37 DUAL
EUROPEAN SCRAMBLES**
Soggy Dry Lake 8 am
start. \$4.5- BLM and
Entry. Rescue 3,
Jackrabbits and Desert
Turtles M.C. Info:
631-6733.

PMA ALL CLASS MX
Bay Mare, Somis, Ca.
40% brass for Beg; Nov;
Int; 100% payback for
Expert. sign up 7 am,
practice 8 am, first race 9.
Info: 805/482-5220 or
805/647-4657.

MOTOCROSS
Escape Country,
Trabuco Canyon, Calif. 13
miles east of El Toro.
Membership \$5. All classes
race. Gates open 7am, sign
up until 8:30 am, practice
8am, race 9:30. Mail entry
\$3, phone entry \$4, post
entry \$5. Experts mail
\$10, phone \$11, post \$15.
Info 714/586-7964.

**D-36 3/8 MILE
SHORT TRACK**
Plumas County
Fairgrounds, Quincy, Ca.
Sign up 5:00-6:30 pm,
practice 6:00-7:00, race
7:30. Info: 702/322-8083
or 702/329-7738. Western
States Racing Association.



SUNDAY MX EVENTS

Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff.
SCHEDULE OF COMING EVENTS

August
12 - Indian Dunes
19 - Rawhide
26 - Muntz

September
2 - Carlsbad

FRIDAY NIGHTS M.X. INDIAN DUNES

no mail entry
Post entry at track \$5, post Sportsman,
\$10. Seniors. \$2.00 track admission.
20% trophies. 100% pay-back to Seniors.
Sign-up 6 P.M. Practice 6:45 P.M., 1st
race 8 P.M. sharp. Phone MON thru FRI
213-675-1922.

EVERY SATURDAY MX INDIAN DUNES

(Spectator admission when
accompanying a competitor on track).
Sportsman classes: \$7 post, \$12 post.
Senior classes: \$7 post, \$12 post.
Sign-up 6 P.M. Practice 6:45 P.M., 1st
race 8 P.M. sharp. Info Mon-Fri.
213-675-1922.

SPILLWAY CYCLE PARK Santa Maria, California

1st Sunday of each month, A.M.E.
sanctioned M.X. events. Sportsman
classes \$5.00 Mail, \$10.00 Post, Senior
Classes \$10.00 Mail, \$15.00 Post. 20%
trophies sportsman. 100% payback to
Seniors. Mail entries to Spillway Park
3292 Ferndale Drive, Santa Maria, Calif.
93454. Phone 805-937-4043 1-6 P.M.
M-F.

2nd Annual Cotton Boll National Enduro Memphis, Texas

125+ mile enduro

October 8, 1973

Entries Close Oct. 1, 1973. No
Post Entries. Send Standard AMA
entry blank to: Track & Trail
Riders Assoc., P.O. Box 9251,
Amarillo, Texas 79105.

BAYMARE MX PACIFIC MOTOCROSS ASSOCIATION (NO MEMBERSHIP REQUIRED) 40 % SUPER TROPHIES SUNDAY AUG. 12 ALL CLASS MOTOCROSS

Minicycle Also
Beginners, Juniors, Intermediates,
Experts, 40% Trophies to Novices, 100%
payback Experts. Powder Puff & over
35. Sign Up 7 am, Practice 8 am, Race 9
am. Many shade trees to "cool it" under.
Follow 101 to 23 at Thousand Oaks,
travel north to 118. Left four miles to
Balcorn Canyon, Right to Bixby Rd. to
end. Info: (805) 482-5220/647-4657.

Safety is your responsibility



INDIAN DUNES PARK
600 acres - hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

REGULARLY SCHEDULED EVENTS

Attention Promoters:
For listing in this
column call or write:
Cycle News, Box 498,
Long Beach, Ca.
90801.
(213) 427-7433.

USMRC Every Fri. Night
El Toro Speedway. USMRC
required (\$5). Cash for Experts.
Trophies for Juniors and
Intermediates. Pit Gate opens at 5
p.m. Practice at 6 p.m. First race
at 7 p.m. Further info.: (714)
621-3264, (714) 830-8050, (714)
629-0987.

Every Saturday Night
Perris Raceway T.T. Scrambles.
Gates open 5:00 p.m. Sign-up
closes 7:30 p.m. All classes.
Members \$3.50. Non-members
\$4.50. Silencers required. Limited
entries due to curfew. Info. (714)
657-3678.

Every Saturday
Moreno Valley M.C. Motocross all
classes, 100% pay back to Experts
with \$10.00 post. Gate \$2.00,
Entry \$4.00. Sign in 7:30, Race
9:00. 33% Trophies. De Anza
Cycle Park, 5 miles east of
Sunnymead on U.S. 60. Take
Theodore off ramp to Ironwood
and follow signs. Info: (714)
653-2633.

Every Saturday Nights,
Elsinore Raceway TT Scrambles.
Gates open 4 p.m., sign up 5 to
7:30. Practice 6:30, race 8.
Admission \$1.50. Race \$2.
Camping Free. Sunday Practice \$1
per bike, silencers required. (714)
826-2386.

Every Sunday
Motocross, Rawhide Park,
Elsinore, Calif. All Classes. Gates
Open 5:00 a.m. Sign Up 7:00 a.m.
For information call: (213)
921-5466.

First & Third Sundays
Motocross. Lake Dolores, approx.
15 mi. east of Barstow off Las
Vegas Fwy., I-15, take Minneola
off ramp. Limed. 7:30 a.m. sign
up. 9 a.m. race. \$3.25 ride, \$1.50
& .75 watch. Primitive camping.
Swimming, fishing. For info. call
(714) 257-3315 or (714)
252-2070.

Reach Out Rialto MX
(Every third Sunday of the
month.) Junior and Expert races.
See poster and pick up entry
forms at your favorite Bike Shop.
For further info. call (714)
874-4422, (714) 874-0743.

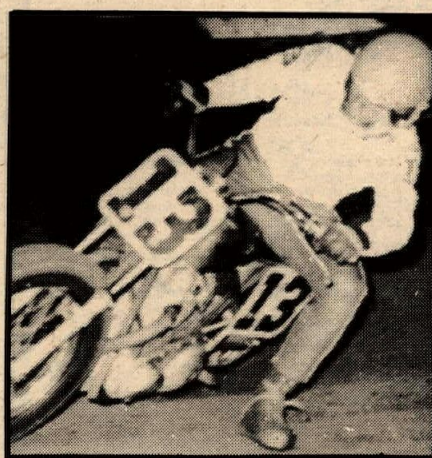
J.C. AGAJANIAN'S

Ascot*Presents*

AMA PROFESSIONAL HALF MILE RACING EVERY FRIDAY NIGHT



FIRST RACE 8:30 P.M.
Info.: (213) 321-1610
(213) 323-9710



Also for your entertainment:
Sidehacks
Rod Pack-Aerial Dare Devil
Ron Walker-Flaming Auto Acrobatics

'Home of the National Numbers'

18300 South Vermont, Gardena, California.

SAVE \$1.00

Clip from Cycle News and bring to box office for \$1.00 discount on any adult admission at any Ascot motorcycle event. Bring a friend and save \$2.00. Offer expires August 10, 1973.

CRC

california racing club
membership not required

MOTOCROSS

40% trophies awarded same day. Results after each moto. Tape recorded scoring. No mail entries. Gates open — 7:00, Practice — 8:00, 1st Race — 9:30.

Fun For The Whole Family

BEGINNERS - NOVICE - INTERMEDIATE - EXPERT - MINI - POWDER PUFF -
SCHOOL BOY CLASS (under 16 yrs old) OLDTIMERS
(714) 688-1291 (213) 830-7519

AUGUST 12 — RAWHIDE
AUGUST 19 — CARLSBAD
AUGUST 26 — INDIAN DUNES
SEPTEMBER 2 — RAWHIDE

Desert

TEAM RACE
LUCERNE VALLEY
AUGUST 26

Easy access to pits
2 riders may ride 1 or 2 bikes
Must be same Class
Beginners-Novices-Jr-Ex
School Boy Class (under 16yrs old)
Veterans (over 35yrs) PP-Mini

20% Trophies —
Finisher pins

CRC (714) 688-1291

COCKS CROW enduro

AUGUST 19

1st rider starts 7:01 am
Sidewinder Road — Barstow, Cal.
20% Trophies — Finisher Pins
A, B, C rider welcome. Classes for
Under 16 & +35. 100% Trophies
for PP & Minis.
Send 2 SASE & \$7.50 to CRC,
6625 Dorinda, Riverside, Ca. 92503.
Post Entry \$8.50. Fun course.

CRC (714) 688-1291

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



CALENDAR

AMC MX
Orange County
International Raceway, El
Toro, Calif. No
membership required.

Aug 13-19

PENNSYLVANIA
MOTORCYCLE WEEK
Proclaimed by Governor
Milton Shapp in honor of
Koni/Pocono AMA
National Motorcycle
Jamboree, Road Race, and
Motocross. Amateur road
racing, enduro, sidecar
competition, antique cycle
parade, international
superbike display, free
motorcycle movies, free
camping included.
Highlights will be AMA
National Championship
MX on 8-18 and National
Championship Road Race
8-19. Be there!

Tuesday, Aug. 14

CRC MOTOCROSS
Indian Dunes, Valencia,
Cal. Beg; Nov; Int; Ex;
mini; young; old; PP. 20%
trophies. No memb.
714/688-1291 or
213/830-7519.

SHORT TRACK
Boise, Idaho, Owhee
MC. Open: 4, race: 8.

OWYHEE MC CLUB AMA
F.T.
Boise, Idaho. Follow
signs from end of Harrison
Blvd. Entry \$2.25, race 8
pm. Watch \$1.50, under
twelve free with adult.
Food and drinks at track,
free camping. Info:
209/375-6863 or
208/344-3041.

Wednesday, Aug. 15

SHORT TRACK
Fremont Rcw., Cal.
Open: 4, race: 5, race: 7.
Ride or watch: \$2.50.
D-36. 415/327-4461.

CMC MOTOCROSS
Ascot Park, Gardena,
Cal. Open: 4:30 pm sign
by 6:30, race: 7:30. \$5 per
class. CMC license
required.

CMC CLASS A
SPEEDWAY
Orange County Int.
Rcw., Sand Cnyn Rd
from Santa Ana Fwy, El
Toro, Cal. Adm: \$2.75.
Start: 8pm.

USMRC MOTOCROSS
El Toro Rcw, El Toro,
Cal. All Junior. Start: 7pm.

Thursday, Aug. 16

SUZUKI FUNFAIR
Fashion Island,
Newport Beach, Calif.

CMC MOTOCROSS
Orange Country Int.
Rcw., Cal. Open: 4:30,
sign by 6:30, race: 7:30,
\$5 entry per class and CMC
license.

BREA RECREATION
DEPARTMENT BX
Olinda Elementary
School, Brea, Calif. Start
2:00 pm, free entry. Take
Carbon Canyon Road to
Olinda. Info: call Brian at
524-1866.

Friday, Aug. 17

AMA PRO HALF-MILE
Ascot Park, Gardena,
Cal. Ex; Jr; Nov. Sign;
5:30, race: 8:30.

AME MOTOCROSS
Indian Dunes, Valencia,
Cal. Sign: 6, race: 6:30,
race: 8. Beg; Jr; Int; Sr;
mini; PP; oldster. Post:
\$5/\$10. 20% trophies,
100% pay back.
213/675-1922.

USMRC MOTOCROSS
El Toro Spdw., Right
of San Diego Fwy at El
Toro Rd. Open: 5, race: 6,
race: 7. Enter: \$5.
714/621-3264 or
830-8050.

AMA AMATEUR
SCRAMBLES
13500 SE Lawnfield
Rd., Clackamas, Ore.
Oregon Sidewinders.
659-1022. Sign by 6:45,
race: 7.

AMA SEMI-PRO
SHORT TRACK
T-Car Spdw., Carson
City, Nev. Open: 7, race:
8. 702/882-5030.

CMC MOTOCROSS
Irwindale, Cal. Open:
4:30, sign by 6:30, race
7:30. \$5 per class and CMC
license.

MOTOCROSS
Boise, Idaho. Open: 4,
race: 7. Ride: \$2, watch:
\$1.50. Camping.
208/344-3041 or
375-6863.

SHORT TRACK
Sonoma-Marin Frgrnds.,
Petaluma, Cal. D-36. Ride:
\$3, watch: \$2.50. Class C
traction. Sign: 5, race: 6,
race: 7:30. 707/762-8581.

AMA TT SCRAMBLES
Santa Maria Speedway,
Take Maricopa-Bakersfield
turn off Hwy 101 just
north of Santa Maria. Sign
up 5:30 pm, practice 6:00
pm. Entry \$1.00. Free
camping.

OWYHEE MC
CLUB AMA MX
Boise, Idaho. Follow
signs from end of Harrison
Blvd. Entry \$2.25, race 7
pm. Watch \$1.50, under
twelve free with adult.
Food and drinks at track,
free camping. Info:
208/375-6863 or
208/344-3041.

Saturday, Aug. 18

CMC SHORT TRACK
Redwood Acres,
Eureka, Cal. Sign: 5:30.
Enter: \$5. 100% back to
Expert.

D-36 SCRAMBLES
Vallejo Spdw., Cal.
Open: 4:30, sign by 6:15,
race: 5:30, race: 7:30.
Ride: \$3, watch: \$2.50.
Class C traction.
707/644-0741.

SEMI-PRO SCRAMBLES
Triple 'M' Raceway,
Marysville, Cal. AMA.
Sign: 4 pm, \$2.50 ride or
watch, \$200 purse for Ex
and trophies for Sptmn.

CRC MOTOCROSS
Arroyo Park, Devore,
Cal. Beg; Nov; Int; Ex. 20%
trophies. Canceled me day.
714/688-1291 or
830-7519.

MOTOCROSS
Arizona Cycle Park,
Phoenix, Ariz. Open: 5:30
pm, prac til 7:30 pm, race:
8 pm. Race: \$6, watch: \$3.
Beg; Nov; Am; Ex.

BICYCLE MOTOCROSS
& GRAN PRIX
Mailbu Country Club,
Nov: free, Jr: \$25, Sr:
\$50. Start: 5 pm.
Motorcycle riding,
swimming and camping.
Trophies. Call Don at
213/457-7142 for
directions.

TT SCRAMBLES
Elsinore Rcw.,
Elsinore, Calif. Gates open
4 pm, sign up 5 to 7:30,
practice 6:30, race: 8.
Watch \$1.50, race \$2.00.
Free camping, silencers
required. Sunday practice
\$1.00 per bike. Info:
714/826-2386.

MORENO VALLEY
MC MX
De Anza Park, 10 miles
east of Riverside on US 60,
take Theodore off. Sign in
7:30, race 9:00. Gate
\$2.00, race \$4.00. Info:
714/735-1301.

AMA SHORT TRACK
Santa Maria Speedway,
Take Maricopa-Bakersfield
turn off Hwy 101 just
north of Santa Maria. Sign
up 5:30, race: 6:00. Entry
fee \$1.00.

D-36 AMATEUR
SCRAMBLES
3800 Depot Rd.,
Hayward, Cal. Sign up 4 to
6 pm, practice 4 to 5:45,
race: 7:30. \$2.50 ride or
watch, \$1.00 second bike.
All classes, silencers under
92dba required. Info:
415/276-9085.

HRA TT AND HALF
MILE
395 Cycle Park,
Adelanto, Cal. Sign up by 7
pm, race 7:30. Entry
\$2.50, gate \$1.50. No
membership required. 25%
big brass same night. Info:
714/246-6109.

D-37 TT SCRAMBLES
Elsinore Raceway,
Elsinore, Cal. All classes.
Sign up 6-7:30 pm,
practice 6:30-7:30, first
race 8:00. Sidehacks,
powder puffers, and Old
Timers welcome. Pit area
will be used. Info:
714/871-7141. Grippers
MC.

PRO SHORT TRACK
Fremont Raceway,
Fremont, Cal. \$1200
purse. Gates open 6 PM,
race 8 pm. Info:
415/327-4461.

MOTOCROSS
Escape Country,
Trabuco Canyon, Calif. 13
miles east of El Toro.
Membership \$5. All classes
race. Gates open 7am, sign
up until 8:30 am, practice
8am, race 9:30. Mail entry
\$3, phone entry \$4, post
entry \$5. Experts mail
\$10, phone \$11, post \$15.
Info 714/586-7964.

D-36 SCRAMBLES
Vallejo Speedway,
Vallejo, Calif. Mini, Nov
100; 125; 200; 250; Open,
Am 125; 200; 250; Open,
Ex. 125; 200; 250; Open.
Gates open 4:30 pm, sign
up 4:30 to 6:30, practice
5:30 to 6:30, race 7:30.
Silencers required. \$2.50
watch, 10-13 yrs. \$1.50,
under 10 free. Pits \$3.00.
Info 707/644-0741.

SUPER FUN
MOTOCROSS
Saddleback Park, Irvine,
Calif. No mail entry, \$6
post entry. Three 20
minute motos. Gates open
at 7:30. Experts \$10.
100% payback. Info
714/557-9243.

August 19-25

BONNEVILLE
SPEEDWEEK
Bonneville, Utah. Pre by
July 15 to Earl Flanders,
Box 2297d, Pasadena, Cal.
91105.

Sunday, Aug. 19

CMC MOTOCROSS
Redwood Acres,
Eureka, Cal. Sign: 8:30.
Enter: \$5. Experts: 100%
back.

AME MOTOCROSS
Rawhide Park, Elsinore,
Cal. Beg; Jr; Int; Sr; mini;
oldster; PP. Sptmn mail
\$5/Sr: \$10 to 13004 S.
Washington, Hawthorne,
Cal. 90250. Open: 6:30,
prac: 8:00, race: 9:00.
Post: \$7/\$12.
213/675-1922.

MOTOCROSS
Edwards AFB, E of
Rosemond, Cal. Sign:
7:30, race: 9:30. Ride: \$3.
Watch free.

D-38 TT SCRAMBLES
Dehesa Park, near San
Diego. Sign: 8:30, prac:
10, race: 11.
714/447-7083.

MOTOCROSS
Lake Delores, Cal.
Barstow MC. Sign: 7:30,
race: 9. Enter: \$3.25, 20
mi E of Barstow, Cal.
Swimming and camping.

DRA HARE
SCRAMBLES
2/23 mile loops. Beg;
Nov; Am; Ex. 20% brass &
pins. Sign up: Sat & Sun
am. Start 8:30. Lined
from Lucerne to Soggy
Dry Lake area, 4/wheel
rescue, ambulance,
catering, restrooms &
S.C.A.T. Info:
714/346-9335.

NRA MOTOCROSS
Canyon Park, San
Bernardino, Beg, Jr,
Int, 40% trophies, Sr:
100% payback. No memb.
714/686-091.

MOTOCROSS
Wilber, Nebraska.
Lincoln MX Club.
402/423-9083.

CRC COCK'S CROW
ENDURO
Sidewinder Rd.,
Barstow, Cal. 20% trophies
and pins. Young; old; PP;
mini. Start: 7:01. Send
\$7.50 and 2 SASE to CRC,
6625 Dorinda, Riverside,
Cal. 92503. Post: \$8.50.
714/688-1291.

TT SCRAMBLES
De Anza Park,
Sunnymead, Cal. Sign:
8:30, race: 9:30. Gate:
\$1/\$2. Enter: \$2.50, 30%
trophies. TJE.

CMC MOTOCROSS
Saddleback Park,
Orange, Cal. Sptmn. mail
\$5, Ex: \$10 to Box 1402,
Costa Mesa, Cal. 92727.
Post: \$10/\$15. 100% back
to Ex. Gate: 6:30, race:
7:30, sign by 8:30, race: 9.

MOTOCROSS
Meyer Rcw., 1 hr N of
Phoenix.

RIDE
SRA EVENTS
JUST FOR FUN !!!
(213) 320-1015

CALENDAR

SPEED WEEK GRAND PRIX

Jim's Casino, W. Wendover, Nev. Start: 1:30. Enter: \$7. Trophies and pins. 100% cash back to Ex; SRA. 80 miles.

CRC MOTOCROSS

Indian Dunes, Valencia, Cal. Beg; Nov; Int; Ex; mini; youngster; PP. 40% trophies. Same day. No memb. cancelled. Info: 209/375-6863 or 213/834-7519.

MOTOCROSS

Under the E Street Bridge in Marysville, Cal. AMA, Yuba Sutter MC. Sign: 6:30 am. Ride: \$5, watch: \$2.

ACA ROAD RACE

Carlsbad, Cal. \$10 pre to 1409 Cypress Pt. Rd., Placentia, Cal. 92670. Post: \$15. Start: 10am. 714/524-6984.

NRAMX

Indian Dunes, Valencia, Cal. Beg; Jr; Int; Sr; mini; PP. 30% brass cash payback to Senior. No membership, no mail entry. Info: 714/688-1291.

CRC MX

Carlsbad Rcw., Carlsbad, Cal. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Oldster; PP; Youngster. No membership required.

ITA TRIALS & SCHOOL

Escape Country, Trabuco Canyon, Calif. For Beginners & Novices, but all classes welcome. Sign up 9:00 am, school 10:00 am, competition 12:00. Taught by leading Trials Masters. \$2.00 for school, \$5.00 for trials. Info: 714/979-9233.

D-37 MOTOCROSS

De Anza Cycle Park, 10 miles east of Riverside on US 60, take Theodore off. Mail Entry \$5.00, post \$8.00. Double Crossers MC, 1313 Jacaranda, Fullerton, Calif. 92633. Info: 714/525-2163.

BARF MX

Sand Hill Ranch, 14 miles north of Livermore, Calif., on Vasco Rd. New track. Nov-Int \$6/\$8. Experts \$10/\$15. All classes plus powder puff and Old Timers. 30% brass, 100% exp. payback. Send entries to BARF, 3765 Washington Blvd., Fremont, Cal. 94538.

PMA "ALL JUNIOR DAY" MX

Bay Mare. 40% brass, Beg; Mini, 100, 125, 250, Open, PP & Vets. Sign up 7am, practice 8, race 9. Info: 805/482-5220 or 805/647-4657.

D-37 TT SCRAMBLES

Corona Rcw., Corona, Calif. Gate open 7 am, sign up 8 am, race 9 am. Info: 714/870-5220.

D-37 DUAL

EUROPEAN SCRAMBLES Limited from Routes 395 and 58. Four Corners, Calif. Entry \$3.25 plus \$1.25 BLM. Sign up Aug 18 4 to 6 pm, aug 19 6 am. Prospectors & Rams MC, first even 8:00 am, Rescue 3.

NRA MX

Indian Dunes, Valencia, Calif. Beg; Jr; Int; Sr; PP; minis. 30% brass, cash payback to Senior. No membership, no mail entry. Info: 714/688-1291.

AMC MX

Carlsbad Raceway, Carlsbad, Calif. No membership required.

MOTOCROSS

Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

CLOVERFIELD MX

Cloverfield Airport, Friendswood, Texas. Take I-45 to Choate Rd., and follow signs. Gates open 9:00 am, riders meeting 11:30, race 12:00. Practice for PP, Mini, and over 40 11:00-11:30. All classes, trophies, Exp. money. Silencers required. Watch \$2.50, ride \$4.00. Info: 713482-7551.

Friday, Sept. 21

OWYHEE MC CLUB AMA F.T.

Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 8 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Aug. 22

CMC MOTOCROSS

Ascot Park, Gardena, Cal. Open: 4:30 pm, sign by 6:30, race: 7:30. \$5 per class. CMC license required.

CMC CLASS A SPEEDWAY

Orange County Int. Rcw., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Calif. Adm: \$2.75. Start: 8pm.

Thursday, Aug 23

CMC MOTOCROSS

Orange County Int. Rcw., Cal. Open: 4:30, sign by 6:30, race: 7:30, \$5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX

Olinda Elementary School, Brea, Calif. Start 2:00 pm, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

Friday, Aug. 24

CMC MOTOCROSS

Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30, \$5 per class and CMC license.

SHORT TRACK

Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: \$3, watch: \$2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

MOTOCROSS

Boise, Idaho. Open: 4, race: 7. Ride: \$2, watch: \$1.50. Camping. 208/344-3041 or 375-6863.

AMA PRO HALF-MILE

Ascot Park, Gardena, Cal. Ex; Jr; Nov. Sign 5:30 pm, race 8:30.

OWYHEE MC CLUB AMA MX

Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/344-3041 or 208/344-3041.

Saturday, Aug. 25

SEMI-PRO SCRAMBLES

Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm. \$2.50 ride or watch, \$200 purse for Ex and trophies for Sptmn.

CRC MOTOCROSS

Arroyo, Devore, Cal. Beg; Jr; Int; Ex; 20% trophies. Same day. 714/688-1291 or 213/834-519.

TT SCRAMBLES

Elsinore Raceway, Elsinore, Calif. Gates open 4 pm, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

MORENO VALLEY MC MX

De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, race \$4.00. Info: 714/735-1301.

MOTOCROSS

Arizona Cycle Park, Phoenix, Ariz. Open: 5:30pm, prac til 7:30, race: 8. Race: \$6, watch: \$3. Beg; Nov; Am; Ex.

BRA ENSENADA 300

Baja Champions and Manufacturers Trophy points. Info: 903/762-2948.

AMA D-36 SCRAMBLES

3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. \$2.50 ride or watch, \$1.00 2nd motor.

MOTOCROSS

Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

SUPER FUN MOTOCROSS

Saddleback Park, Irvine, Calif. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info 714/557-9243.

D-36 SCRAMBLES

Vallejo Speedway, Vallejo, Calif. Mini, Nov 100; 125; 200; 250; Open, Am 125; 200; 250; Open, Ex. 125; 200; 250; Open. Gates open 4:30 pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. \$2.50 watch, 10-13 yrs. \$1.50, under 10 free. Pits \$3.00. Info 707/644-0741.

CERA BAKER TO ASH MEADOWS ENDURO

Hwy. 127 North of Baker, Calif. One Star Night Enduro (Rally type). 125 easy miles. First rider out at 8:01 pm, lights and street legal, all classes. Mail entry \$8.50. CERA members \$7.50. Teams \$9.50 per riders, CERA, PO Box 2102, Cypress, Calif. 90630. Include 2 Large SAS Envelopes. Info 714/527-4927. Big bash afterwards.

D-36 WHITE PLATE SHORT TRACK

Sonoma County Fairgrounds, Santa Rosa, Calif. Sign up 4-6 PM, practice 5-6, race 6:30. Watch \$2, under 12 free with adult, over 65 free, pits \$3.00. Info: 707/383-2731.

AMERICAN TRI SPORT ASSOC. TT

395 Cycle Park, Adelanto, Cal. Gate \$1.50. Info: 714/246-6109.

August 25-26

SCMA 3RD ANNUAL OVERNIGHTER

Santa Maria County Fairgrounds, Info: 805/922-4878.

Sunday, Aug. 26

RRA MOTOCROSS

Rawhide Park, Cal. Start: 9am. Enter: \$6. Beg; Nov; Int; mini; oldster. 40% trophies. 213/921-5466.

AMATEUR SCRAMBLES

California Rodeo Grnds., Salinas, Calif. Open: 7, prac: 7:30, sign by 9, race: 10:30. D-36. Enter: \$2.50. Benefit race.

ENSENADA 300

Santa Tomas, 28 mi S of Ensenada. 5/58 mi loops. Enter: \$200/\$5/\$10. \$120 plus back per entrant. Baja Racing Assoc., Box 1803, Calexico, Cal. 92231. 903/762-2948.

ACA ROAD RACE

Willow Springs, Cal. West of Rosemond. Mail \$10 to 1409 Cypress Pt. Rd., Placentia, Cal. 92670. Post: \$15. 714/524-6984.

PMA ALL CLASS MX

Bay Mare, Somis, Ca. 40% brass for Beg; Nov; Int; 100% payback for Expert. Sign up 7 am, practice 8 am, first race 9. Info: 805/482-5220 or 805/647-4657.

D-37 TT SCRAMBLES

Corona Raceway, Corona, Calif. Gate open 7 am, sign up 8, race 9. Info: 714/870-5220.

CRC DESERT TEAM RACE

Lucerne Valley, Camp Rock Road. Beg; Nov; Jr; Ex; mini; PP; young; old. 20% trophies. No membership. 2 riders on one or two bikes. 714/688-1291 for info.

SWAP MEET

Rose Bowl, Pasadena, Cal. 9-3. Watch: \$1, race: \$5. 213/588-7310.

CRC MX

Indian Dunes, Valencia, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; mini; old; PP; young. No membership required.

MOTOCROSS

Goleta, Calif. Take US 101 to Los Carneros off ramp, west end of Santa Barbara Airport. All classes, PP & minis. Trophies same day. Entry \$4.00. Sign up 8:00-8:30. Silencers required. Info: 805/967-5313.

POKER RUN

De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. sing in 7:30, run 9:00. Trophies and prizes. Sponsored by Moreno Valley MC. Info: 714/735-1301.

D-36 SCRAMBLES

California Rodeo Grounds, North Main St., Salinas, Calif. Gates open 7:00 am, practice 7:30, sign up by 9:00, parade 10:30, race 11:00. Entry \$2.50, spectator \$2.50, 6-12 \$1.00, under 6 free. Benefit for Elk's Cerebral Palsy Fund.

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 am, sign up 6:30-8:30, practice 7:30-8:30, race 9:00. Info: CMC, P.O. Box 1402, Costa Mesa, Calif. 92626. Camping at track.

MOTOCROSS

Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

AMC MX

Saddleback Park, Irvine, Calif. No membership required.

D-36 SPORTSMAN HALF-MILE

Napa Fairgrounds, Calistoga, Cal. Gates open 8:00 AM, practice 10:00, race 1:00 pm. Nov 100; 125; 200; 250; 360, Jr 200; 250; 360. Aragon MC, Info: 415/457-1333.

CMC MOTOCROSS

Sunnyvale PAL Track, Sunnyvale, Ca. North on Mathilda Ave. from Hwy 101 1/2 miles past Lockheed plant. Sr. entry \$10 mail, \$15 post; Jr., Old Timers, \$6 mail, \$8 post; Mini \$3 mail, \$5 post. Gate opens 6:30 am, practice 7:30, race 9:00. CMC license required. P.O. Box 1348, Cupertino, Calif. 95014.

D-36 HALF MILE

Calistoga, Cal., 18 miles east of Santa Rosa. Gates open 8am, practice 10, race 1pm. Silencers, mufflers required, class "C" traction. Black plates free, spectators \$2.00, pits \$3.00 plus AMA membership. Nov. 100; 125; 200; 250; 360, Jr. 200; 250; 360, Ex. 250; 360. Info: 415/457-1333.

D-37 HARE SCRAMBLES

Stoddard Wells Road Off I-15. No Pie Plates, trail novices all the way, two 35 mile loops. \$4.50 entry/BLM; Rescue 3; points and hot hats to finishers. 9am start. Barstow MC.

Tuesday, Aug. 28

OWYHEE MC CLUB AMA F.T.

Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 8 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Aug. 29

CMC CLASS A SPEEDWAY

Orange Cnty. Rcw., Sand Canyon Rd, from I-5. Adm: \$2.75. Start: 8pm.

CMC MOTOCROSS

Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. \$5 per class. CMC license required.

Thursday, Aug. 30

CMC NIGHT MOTOCROSS

Orange County Rcw., Sand Canyon Rd, from I-5. Open: 4:30, sign by 6:30, race: 7:30. \$5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX

Olinda Elementary School, Brea, Calif. Start 2:00 pm, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

Friday, Aug. 31

SHORT TRACK

Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: \$3, watch: \$2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

AMA PRO HALF-MILE

Ascot Park, Gardena, Cal. Ex; Jr; Nov. Sign 5:30 pm, race 8:30.

OWYHEE MC CLUB AMA MX

Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/344-3041 or 208/344-3041.

CMC MOTOCROSS

Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. \$5 per class and CMC license.

Saturday, Sept. 1

CRC MOTOCROSS

Arroyo, Devore, Cal. Beg; Jr; Int; Ex. 20% trophies. Same day. 714/688-1291 or 213/830-1519.

MOTOCROSS

Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30, race: 8. Race: \$6, watch: \$3. Beg; Nov; Am; Ex.

TT SCRAMBLES

Elsinore Raceway, Elsinore, Calif. Gates open 4 pm, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

MOTOCROSS

Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, Race \$4.00. Info 714/735-1301.

D-36 SCRAMBLES

Vallejo Speedway, Vallejo, Cal. Nov. 100; 125; 200; 250; Open, AM 125; 200; 250; Open, Ex. 125; 200; 250; Open. Gates open 4:30 pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. Info: 707/644-0741.

SUPER FUN MOTOCROSS

Saddleback Park, Irvine, Calif. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info 714/557-9243.

MOTOCROSS

Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

Sunday, Sept. 2

AMA MOTOCROSS

Lake Madera, Cal. Sign 7:30, race 9. Enter: \$5. Watch: \$1.50. Trophies at track.

MOTOCROSS

Rawhide Park, Elsinore, Cal. Open: 4pm, sign: 7, race: 8. Enter: \$6, Ex: \$10, 40% back. 40% trophies. Camping. 213/921-5466.

D-37 TT SCRAMBLES

Corona Raceway, Corona, Calif. Gate opens 7 am, sign up 8am, race 9. Info: 714/870-5220.

CRC MX

Rawhide Park, Elsinore, Cal. Beg; Nov; Int; Ex; PP; mini; young; old. 40% brass same day. No membership. Info: 213/830-7519 or 714/688-1291.

ITA TRIALS & SCHOOL

Saddleback Park, Orange, Calif. For Beginners & Novices, but all classes welcome. Sign up 9:00 am, school 10:00, competition 12:00. Taught by leading Trials Masters. \$5.00 for Trials, \$2.00 for school. Info: 714/979-9233.

CALENDAR

Saturday, Sept. 8

TT SCRAMBLES

Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

D-36 SHORT TRACK

Vallejo Speedway, Vallejo, Cal. Usual classes. Gates open 4:30pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. Info: 707/644-0741.

SUPER FUN

MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info: 714/557-9243.

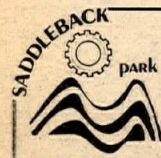
MOTOCROSS

Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, Race \$4.00. Info: 714/735-1301.

AMA D-36 SCRAMBLES

3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. \$2.50 ride or watch, \$1.00 2nd motor.

Sunday, Sept. 9



MX RACES EVERY SAT.
NO MEMBERSHIP
3 20-min motos
For Info. 714-979-9235

CMC RIDE WITH THE BEST

DRA

Desert Racing Assoc

Presents

A HARE SCRAMBLES

2 — 21 Mile Fun Loops

Beginn- Novices-Am-Experts

20% Trophies — Finisher Pins

DRA Points — Sign Up Sat. & Sun. a.m.

Start 8:30 am — Arrive Early

AUGUST 19

Limed from Lucerne

to Soggy Dry Lake area

4-wheel rescue crews

S.C.A.T. Communications

Ambulance — Catering — Restrooms

Info: 714-346-9335



RACE SCHEDULE
AUG 12, ORANGE
CNTY. INT. RCWY.
AUG 19, CARLSBAD
INFO. 714-979-9235



National Racing Association

Aug. 19 — Indian Dunes
Valencia

30% Trophies — CASH PAYBACK

Beginners-Jr-Int-Sr-PP-Mini

NO Membership — NO Mail Entry

AUG. SPECIAL

\$1.00 Discount To All Members Of CRC, AME, CMC, BCA, AMC & NMA.

714-688-1291

Friday, Sept. 14

OWYHEE MC CLUB AMA MX

Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. \$5 per class and CMC license.

Saturday, Sept. 15

TT SCRAMBLES

Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, Race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

MOTOCROSS

Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info: 714/586-7964.

SUPER FUN

MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info: 714/557-9243.

AMA SEMI PRO

SHORT TRACK
Lodi Cycle Bowl, Lodi, Cal. Sign up 5:30 to 7:30 pm, practice 6:00 to 7:30 pm, race 8:00 pm. All classes. Class C traction. Info: 209/462-0420.

MOTOCROSS

Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, Race \$4.00. Info: 714/735-1301.

AMA D-36 SCRAMBLES

3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. \$2.50 ride or watch, \$1.00 2nd motor.

September 15-16

AMA YOUTH DIV.

MINICYCLE CHAMPIONSHIP
Rio Bravo MX Park, Houston, Texas. Info: 713/944-2400 days, 713/946-4989, nights.

Sunday, Sep. 16

NRA MOTOCROSS

Indian Dunes, Valencia, Calif. Beg; Jr; Int; Sr; PP; minis. 30% brass, cash payback to Sr. No membership, no mail entry. Info: 714/688-1291.

CRC MOTOCROSS

Carlsbad Raceway, Carlsbad, Ca. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Oldster; PP; Youngster. No membership required.

D-37 TT SCRAMBLES

Corona Raceway, Corona, Calif. Gate opens 7am, sign up 8am, race 9 am. Info: 714/870-5220.

CMC MX

Saddleback Park, Irvine, Ca. Gates open 6:30 am, sign up 6:30-8:30, practice 7:30-8:30, first race 9:00. Jr & Int \$5 mail entry, \$10 post, Exp. \$10 mil, \$15 post. Riders covered by \$3,000 medical insurance. CMC PO Box 1402, Costa Mesa, Ca. 92626.

AMA MX

Carlsbad Raceway, Carlsbad, Calif. No membership required.

MOTOCROSS

Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info: 714/586-7964.

CLOVERFIELD MX

Cloverfield Airport, Friendswood, Texas. Take I-45 to Choate Rd., and follow signs. Gates open 9:00 am, riders meeting 11:30, race 12:00. Practice for PP, Mini, and over 40 11:00-11:30. All classes, trophies, Exp. money. Silencers required. Watch \$2.50, ride \$4.00. Info: 713482-7551.

Trans-AMA

Motocross

9-23	Springville, NY
9-28	Philadelphia, PA
9-30	Ontario, Can.
10-7	Lexington, OH
10-14	Washington, IN
10-21	Atlanta, GA
10-28	Orlando, FL
11-4	Houston, TX
11-11	Phoenix, AZ
11-18	Puyallup, WA
11-15	Livermore, CA
12-2	Irvine, CA

1973 AMA National Motocross Championships

8-12	Whitney, TX
8-18	Pocono, PA
8-26	Silgo, KY
9-1	Talladega, AL
9-9	New Orleans, LA

1973 AMA National Events

8-12	Terre Haute, IN	1/2
8-19	Long Pond, PA	RR
8-25	Indy, IN	Mile
9-2	Talladega, AL	RR
9-9	Atlanta, GA	Mile
9-16	Charlotte, NC	RR
9-30	Ontario, CA	RR
10-6	Gardena, CA	1/2



NEW 1973 COTA Trials, \$895. Auction Cycle, 19322 Beach Blvd., Huntington Beach, Ca. (714) 968-3306. (31)

1972 1/4, 250 CZ. NEAR NEW, IRZ, Konis, Akronts, plastic tank & steel & fenders, J&M pipe & more. Very fast & impressive power. \$1600 inv., sac. \$850. After 6:00 (714) 870-1756. (31)

'72 Husky 450 WR

New engine, Curnutts, new seat; perfect! Must see! Extras! \$1045 or best — cash! Jim (714) 830-4392. (31)

CZ, 1972 New Models

Must sell at COST. If you don't believe, call (213) 287-6167 NOW. (31/4x)

DKW Hornets in stock.
Competition Service, Inc. (213) 547-2203. (TFN)

Manufacturers

Is your distributor doing the job for you? Major distributor is now seeking additional lines — specifically decals, numbers, T-shirts. Call (213) 681-4761. (31)

Custom Dirt Bike

350 Kawasaki '72. Gyt barrel, Chrome-Moly cad plated B&S frame, Cerianis, Konis, P.P., \$750.00. (213) 446-7422. (31)

DKW*DKW*DKW*DKW*DKW*
B & V MOTORCYCLES, 159 E. Imperial Hwy., La Habra (714) 525-7606. (31&4x)

1973 Smuggler Close-Out

Used 1973 rental unit disposal, full equipped, excellent condition, 100% financing, factory warranty, 15-18 feet models below cost. (714) 537-2861. (31)

Dirt Bike West

\$50.00 winner payback. 30 day warranty on '74 models. Free racing jersey. New '74 radials in stock. Come in and try one! We've got two first in four tries at Ascot. We're dealin'. 7139 Canoga Ave., Canoga Park, Ca. (213) 340-6521. (31)

PLEASE TYPE OR PRINT LEGIBLY

Date _____

Type of event _____

Sanction _____

Location _____

What time _____

Entry fee _____

How to get there _____

Additional information _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.



Cycle News CALENDAR

P.O. Box 498, Long Beach, CA 90801

CLIP AND MAIL TODAY!

Super MX Sale

'72 Monark, plastic fenders and tank, Suzuki downpipe, \$575. '71 Puch 125 MX, Akronts, downpipe, engine by E.C. Birt, absolutely mint condition, \$295. Call evenings (213) 271-3834. (31)

HELP! Just bought Honda 350 — MUST SELL 1971 Bridgestone 100 TMX. Too many extras to list/dirt bike is reliable, good looking and clean. Must see to appreciate — ANY OFFER, (213) 862-8862. (31)

Super Husky 450 CR '72

New Dec., '72, very low use; many desirable goodies such as 34mm Mikuni, Konis, Husky 125 tank, Husky plastic fenders, extra parts, \$1095. (408) 356-3668. (31)

'70 Ossa Stiletto

Super fast bike for \$500.00 or best offer. (213) 421-9869. (31)

1970 BAJA, A-1 condition, modifications, make offer. Evenings (714) 536-4802. (31)

1971 AJS 250, needs half a crank — perfect condition otherwise, \$250.00. (213) 987-1588. (31)

'68 YAMAHA DT-1 250 DIRT BIKE. New paint & some street parts, \$250. Call between 12:00 noon & 5:00 p.m. (213) 395-2834. (31)

'73 Monark 125

Nickel frame, Cross four, unbreakable tank and fenders, custom brake set up, Torsten Hallman cables, custom down pipe, machined cases and more, \$725.00. (213) 838-7610. (31)

Stronger Than Dirt

500 Rickman Westlake Metisse, very fast, many factory parts, fresh & ex. cond. \$800 or trade for travel trailer. Also 500 Triumph eng., basket & pr. Rickman forks. (714) 842-9071. (31)

YAMAHA '73, 125 MX. PERFECT CONDITION! Fast and reliable, many extras. Must see, \$500 or best offer. (213) 780-2365. (31)

WANTED Triumph 650 gas tank, 3 gal. Call after 5 p.m. (714) 628-3183. (31)

500 Suzuki Cafe Racer

'71, new top end, expansion chambers with Skyways, 750 front hub, alloy rim, fiberglass tank, seat, fairing, Konis, rearset controls, clipons, \$900.00. Call (503) 899-1332. (31)

1970 MONTESA King Scorpion 250 Enduro, 700 miles, mint, \$395.00. (213) 636-2602. (31)

1971 HUSQVARNA — 32 MIKUNI, Honda seals, new tank, new rear tire, fast & reliable. Sell or trade for Honda SL 125. (714) 847-8848. (31)

'71 Greeves Anglian

250 — good condition, \$350.00. (805) 482-3422. (31)

Maico's & Stuff

'69 X4A 360 plus xtra parts engine, forks, rear whl., tank. Clean & strong, \$475.00 for all. Also '68 X4 360, super trail bike, \$350.00. After 6:00 p.m. (213) 371-0163. (31)

1971 DKW MX

Excellent condition, Curnutts, Filtron, few rides, never raced, like new. (714) 630-0133. (31)



'72 FORD SUPER VAN. E-200. Auto. trans., power steering & brakes, large battery, large radiator, large alternator, sliding door, mags, vent, \$3000 firm. (714) 534-8675. (31)

'70 HODAKA, Rat piston, ported, many extras, \$275/offer. (805) 526-1649. (31)

RICKMAN — HODAKA. Ported, Reed valve, down pipe, fresh bore, super quick, very reliable, excellent condition. Must see to appreciate. \$475 takes. (213) 337-9319. (31)

RICKMAN HODAKA. Fantastic buy. Super Rat engine with Reed porting, desert tank, well maintained. Out handles the others, class winner in D-37 desert, \$500. (213) 446-7422. (31)

TT Triumph

650cc, Mikuni carbs., cam, headwork, and lots of engine work, extra gearing, Yamaha front end, \$495.00. Call anytime after 5 p.m. Must sell. (714) 423-1662. (31)

Trick Rick

Late '72, 125 Rickman Zundapp. One of three in U.S.A. Many extra parts. Ask for Ron (213) 754-9807. (31)

'71 1/2 AJS 370

Immaculate condition, extras, \$550.00. (213) 882-1935. (31)

Make Offer Now

1972, 250 CZ. Race ready, IRZ carb., JH clean sweep pipe, tank (plastic), Femsia ign. 1972, 400 CZ, Mikuni, JH pipe, Akronts, tank (plastic). Call Jim Hoover (714) 985-1344 or 982-7735. 1973 Indian Mini. (31)

Yvon DuHamel's Kawasaki!!

is probably faster than mine — but you couldn't buy it anyway. I'll sell my ultra-trick A7R — 350cc Kawasaki road racer for \$595. (213) 925-3501. (31)

125 HUSKY '72, modified, fast, a winner, clean, extras, must see, \$700.00 firm. (714) 830-9522. (31)

Help Wanted

Exper. Yamaha, Husqvarna mechanic. California Cycle Center (714) 558-1511. (31)

Help Wanted

Exper. Yamaha, Husqvarna mechanic. California Cycle Center (714) 558-1511. (31)

"Opportunity Knocking"

Somewhere in the engine but this 1957, 12' Metro Van has been professionally converted to a spiffy camper. Has Butane stock, sink, and lots of cupboards, sleeps 2, \$199.00. (213) 925-3501. (31)

Royal Enfield/Indian Enfield Parts

Mail Order-Parts & Maintenance Catalogs, Engine rebuilding. Call or write: Dick's Royal Enfield West, 420 South San Gabriel Blvd., San Gabriel, Calif. (213) 286-2550. (31/4x)

'73 DKW 125cc Hornet

New, low, low mileage. Hardly ridden, plastic tank & fenders, plus extras. Best offer. After 5:30 (714) 821-6066. (31)

I'll Make You An Offer You Can't Refuse!

Five (5) TOP mechanics needed for large, well equipped Honda-Kawasaki dealership. Must have plenty of shop experience, tools, and PRIDE IN WORKMANSHIP!! We will provide money (plenty), a well established dealership in a new building (8,000 sq./ft. SERVICE AREA ALONE!), uniforms, flexible hours, paid vacation and holidays, well lit areas with lifts, shop tools, too many customers (we have mechanics now backed up 150 bikes and are taking appointments one MONTH from now!) Low cost of living area with skiing 2 hours away, Atlantic Ocean 1 1/2, mild climate, year round work. Are you getting this where you are now? If not, phone John Sinkey (service manager) at (919) 688-5577. (31)

1973 DKW 125. PLASTIC FENDERS and tank, Girlings, Betor forks, X4, ported, 6 speed, down pipe, mint condition. Must see to appreciate, \$675 takes. (213) 337-9319. (31)

Street Legal

Myers Manx Buggy. All Porsche parts. Too many extras to list, immaculate, 1995 or trade, Auction Cycle, 19322 Beach Blvd., Huntington Beach, Ca. (714) 968-3306. (31)



New Extra Thin Racing Glove

Racers enjoy the secure never-binding-feel of this glove. Its secret is the combination of these outstanding features: 1) Specially tanned Cabretta Capeskin to withstand the rigors of racing; thin enough to feel all the important maneuvers. 2) Statite Elastic fabric back with unique patented weave for secure fit. 3) Sewn with Nylon thread for durability. 4) Washable. Mens Sizes: Small 8; Med. 8 1/2, med. large 9; large 9 1/2; X-large 10. Ladies: Small 6; Med. 7; Large 8. Color: Black only. \$10.95 pair includes postage. Calif. residents add 6%. Send cash, check or money order to: Symms Glove Co., 220 Del Mar, San Clemente, Calif. 92672. Sorry no C.O.D.'s. If not completely satisfied, return unused gloves for refund. Dealer inquiry invited. (31)

Maico*Maico*Maico*Maico*

B & V MOTORCYCLE, 159 E. Imperial Hwy., La Habra (714) 525-7606. (31/4x)

Nov '72 YAMAHA DT2-MX. Girlings, extremely clean, really cherry, \$700.00. (213) 334-7360. (31)

Swap Meet Stuff

1 Van Load. Motorcycle Miscellania. Some old, some new. Tires, wheels, fenders, tanks, pistons, etc. Get ready for Rose Bowl Aug. 26, Sell \$40.00. Will trade. (213) 676-1205. (31/2x)

'73, 250 HONDA ELSINORE. Never ridden, must sell, \$1,050 firm. (714) 982-8024. (31)

'69 OSSA PIONEER for trials or trail, barely used, new Full Bore tire (first new tire on bike), Honda seals, everything original and flawless, \$400. (714) 745-4429. (31)

TRICKED OUT 125 MX. Ported by Revell's, \$425.00. Call (805) 259-8460, eve. (805) 259-6679, Jedd. (31)

Honda 250 Elsinore

Must sell, 36 carb., matched, polished ports, extras, \$1000/best. (714) 530-3654. (31)

What About!

Your own classic motorcycle? 1954 Mustang complete to cobwebs, for \$400.00 includes its own trailer. No charge for the cobwebs. (213) 322-0152. (31)

'72 YAMAHA DT-2, 250 MX. Some port work; Konis, hardly ridden, with some extras. \$650.00 or offer. (213) 531-1133. (31)

'71 BULTACO 250cc PURSANG, 2 tanks, Girlings, Pettys, extras, \$500. '68 HODAKA 100, 5-speed, chamber, silencer, plus street equipment or more, \$215. (Hawthorne) (213) 676-6049. (31)

Now Stock '73 125 Puch Fast

All engine work done by factory mechanics, ported, polished, head work, 2 pipes, 2 tanks, Pettys, Filtron, warranty on frame and engine, \$650. Before 6 p.m. (213) 822-1686. (31)

1972 BULTACO, \$275, cyl. scratched, 175cc Akronts, etc. (213) 762-8050. (31)

Hodaka Rat

Lengthened, lowered frame, new rear knob & seat, new paint, quick throttle, 21, P.P., 26 carb., floating brake, super clean, super fast. Asking \$450. (213) 691-3335. (31)

'72 BULTACO Astro, like new, with extras, best offer. (209) 252-4179. (31)

'73 Yamaha 125 MX

Brand new, hardly been ridden, very fast. Must sell!! Make offer. Call (213) 645-2348 ask for Greg. (31)

'71 HODAKA 100, mild porting, head milled, 21 in., high comp. head, never raced. Perfect starting racing. (213) 282-8058. (31)

'72, 250 ENDURO stripped, chamber, ported, 21, 7 mon. old, clean. (213) 862-7992. (31)

1967 BULTACO, \$160, chamber, new Mavricks, chain, Pettys, etc. (213) 762-8050. (31)

'72 Husky 250 CR

Great condition, extras, \$900.00. (213) 769-8018. (31)

250 YAMAHA DT1, excellent condition, many extras, \$400. (213) 363-7925. (31)

Fastest CZ Around

'71 1/2, 400 CZ. Excellent condition, very fast, engine by E.C. Birt, Reed valve, Bing carburetor, unbreakable fender, folding pegs, Filtron, Akront rim, Arnaco and Koni shocks, plastic tank, \$950.00. After 6 (213) 363-6708. (31)

1971 HUSKY 400, very clean, lots of extras, \$695.00. (213) 790-0347. (31)

YAMAHA 360 ENDURO, lowered frame, modified swg. arm, fork kit, Filtron, Pettys, \$460 or trade for truck + cash. (213) 866-5093. (31)

1971 SUZUKI 125 street bike, tools, manual, \$175. (213) 762-8050. (31)

Sacrific CZ

CZ, 250, Body & Stellings framed, 205 lbs., many extras, excellent condition. Must sell by Sept. 1st. \$875.00 or best offer. (714) 536-4379. (31)

125 Pursang

Many extras, good condition, super fast, \$500. (805) 642-2591. (31)

MAICO 1971 1/2, 250cc. Must sell, many extras, ex. cond., \$500.00. (213) 421-5933. (31/2x)

PENTON, 1972 1/2, Mettco porting, Mikuni, Reynolds, Soundmaster, bars, runs excellent, \$575. After 5:00 (714) 825-5747. (31)

'71 1/2 HONDA 100 trail or street, rebuilt engine, \$225. (213) 280-1559. (31)

HODAKA — clean, Cerianis, Filtron, new tires, must see, \$285. (213) 670-8339. (31)

Yamaha 250 Moto-X

1971 — brand new, plastic tank, MX bars, rear hub, Reed valve, top end, new gears. Much money invested, \$500. (714) 938-2303. (31)

Honda SL 125

'72 Honda SL 125, excel. cond., street & dirt. \$335.00. (714) 637-0841. (31)

'70 MAICO 250. AKRONTs, unbreakable fenders and tank, Filtron, ported, new springs and seals in front, Curnutts, \$525.00 or best offer. (213) 861-1067. (31)

'72 YAMAHA 250 DT2 MX, super fast, Hooker pipe, \$500.00, must sell. (213) 928-2304. (31)

1971 Maico 400

in near perfect condition, K&N filter, Koni shocks, \$725. Also 1970 Maico 250, good condition, \$425. (714) 737-2824. (31)

1972 1/2 Penton B

Arnaco's, Akronts, 8 ga. sp. X4, alloy tank, Ram fenders, quick throttle, Diamond chain, \$130 port job by Mettco, 32 Mikuni, DKW factory pipe, Filtron, must see to appreciate, \$650. Ralph (213) 261-8816. (31)

'72 YAMAHA 250 MX, Girlings, Uni levers, clean & fast! \$650.00. (714) 871-3571. (31)

Two '72 DKW's

Both 125 Six-Speeders. One moto-x with Springers, one Hornet with Betor's. Moto-X like new, Hornet apart but complete. Engines perfect. Extra tanks, plastic fenders, pipes, sprockets, etc. Must sell quick. Super buy — super price, \$800.00. After 7:00 p.m. (805) 522-4181. (31)

'73 5 Speed CZ 250

3 rides old, already set up. Also BW leathers, Bell Star. (213) 472-9986. (31)

1971 Husky 250 CR Mint Cond.

Konis, Mikuni, Skyway, Diamond chain, extra downpipe. Must sell, lost job. \$750 firm. Will deliver. See at 904 W. Lime, Lompoc, Ca. (805) 736-7261. (31)

1972 Husqvarna 360 Enduro

Like new, only 535 miles on bike! Extended swing arm, Honda seals, Skyway, Filtron, etc. Great desert bike, street license. Best offer, must sell. (213) 454-4094. (31)

'72 Bultaco 125

175 top end, Honda seals, plastic levers, Filtron, good condition, \$495.00. (714) 537-2958. (31)

125 Monark

Very clean, custom pipe & porting by Eric Jensen, custom swing arm, new crank, new top end, many spare parts, \$700. (714) 795-6207. (31)

CZ

1971 400 CZ, completely stock, cherry condition, \$595.00. (714) 536-4379. (31)

Safety is your responsibility

1973 MAICO 450 MX, \$1425. Auction Cycle, 19322 Beach Blvd., Huntington Beach, Ca. (714) 968-3306. (31)



1973 Yamaha 250 MX

Like New! Webco fork springs, Girling shock springs, "Uni" air filter, Trelleborg 4.50x18, unbreakable levers, J&R silencer. Must sell, new CZ ordered, must see!! \$800.00 firm. (714) 995-2051. (31)

'71 DKW 125cc MOTOCROSS. Engine just rebuilt, ported, P.P. fenders, Filtron. Many extras, excellent cond. \$395 or best offer. (213) 699-1814. (31)

1971, 250 Pursang

Less than 20 hrs. on the whole bike, never been raced. Asking \$550.00 or best offer. Call (213) 474-8202 between 8:30 & 5:00/home phone (213) 473-0169. (31)

1973 Wombat Combat

Bought April 23, 1973. O.R.V. sticker, Webco fork kit, like new condition. (Paid \$808.00 including fork kit.) Price for quick sale, \$550.00. (213) 695-4710. (31)

'72 Bultaco 350 Perfect, \$775

Large Pursang tank, in storage at Valerians for months, can be seen there. Home (213) 837-2673, office (213) 277-4556. (31)

1972 Penton 125

Excellent condition, very fast, ported, hardly ridden. Sacrifice \$650, must sell. (213) 641-2779. (31)

'73 SUZUKI 250 MX. Arnacos, 2 pipes-tanks, skid plate, O.R.V. sticker and more! Immaculate. \$740.00 or offer. (714) 637-4817. (31)

Husky 250 MX '71

Very clean, down and up pipes, custom seat. Not raced, excellent condition, \$650. (213) 342-4645. (31)

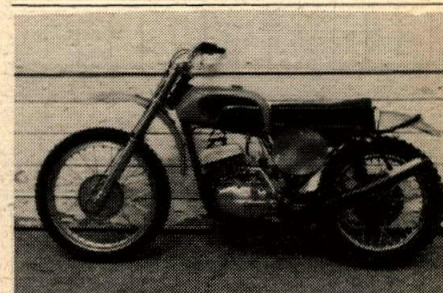
750 Kawa. Cafe Racer

1972, 750, 3 cylinder, custom paint, chambers, fast, exint. shape. Asking \$1050.00. (213) 692-1703. (31)

1972 BSA 500 MX

Near new condition, ridden less than 10 times, \$950.00. Call (415) 527-2401 days, or (415) 841-9439 eves. (31)

'72 SUZUKI 250cc CHAMPION. Immaculate condition, nary a scratch, steel bars, Konis. Bad knee forces sale. Too good to collect dust in garage, \$550. (213) 789-4744. (31)



400 CZ Perfect Throughout

When you see and hear it, you'll buy it. In service, must sell now, Seldom ridden, Bassani, Akront, etc. XInt. buy. Ask for George, night (213) 845-0516, weekdays (213) 245-8761, Ext. 368. (31)

1970 CZ 250, rebuilt top and bottom, Mikuni, many extras, \$525. (213) 994-7095. (31)

Suzuki Flywheels

2 pounds or 4 pounds for TM 250 or 400, \$9.95. TM 125 carb. kit — adds 10% H.P., \$44.95. Horizons Unlimited, 22726 Ventura Blvd., Woodland Hills, Calif. (213) 340-2191. (31/6x)

SUZUKI 400 — IMMACULATE, purchased new in May '72, never raced, Betor shocks, expansion chamber, extras. \$550.00 or best offer. (213) 869-2829. (31)

New TA125 Yamaha Roadracer

Never run, ready to win right out of the box, \$1250.00. Call (415) 527-2401 days or (415) 841-9439 eves. (31)

Husky Enduro

1971, 360cc. 500 actual miles. Been sitting in the garage for year. \$650.00. Call anytime on weekends (213) 281-8433. (31)

Yamaha Riders



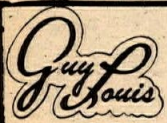
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15' & 18' units. (714) 879-8252, (714) 986-7016, (714) 893-5038, (213) 377-1861, (31)

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(213) 370-8822**BIG SAVINGS \$\$\$**

CRATE PRICES (including tax)

100cc Bikes	
1973 Hodaka Bonanza	424.00
1973 Hodaka Steens	385.84
1973 Steen's 80cc	370.20
125cc Bikes	
1973 Wombat Enduro	593.60
1973 Combat Wombat	678.40
1973 DKW MX	769.56
1973 DKW Hornet	776.98
1973 DKW Enduro	801.36
1973 Rickman MX	853.30
1973 Rickman Enduro	894.64
1973 Zundapp MX	787.05
1973 Zundapp Enduro	826.80
250cc Bikes	
1973 Rickman MX	997.46
1974 Rickman MX (V.R. Eng.)	1071.66
1973 Maico Radial	1408.40
400cc Bikes	
1973 Maico Radial	1476.58
450cc Bikes	
1973 Maico Radial	1540.18
500cc Bikes	
1973 BSA 500	1044.10
1973 Maico	1434.18

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salary for top man. Must have healthy
motorcycle background. Sierra Cycle (916)
257-5522, (30/2x)**Bultaco**Guy Louis Motorcycles, 1118 E. Wardlow
Rd., Long Beach, CA. 90806. (213)
426-1358. (TFN)**New Maico Radials**250's & 400's, \$13.95 each. Sierra Cycle,
Susanville, California (916) 257-5522.
(30/2x)**Salesman Wanted**If you now are calling on dealers, we need
you. Sell our Super Rings, nylon leathers,
jerseys and leather accessories, etc. Write or
call: Poppy, 820 N. Hollywood Way,
Burbank, Ca. 91505. (213) 845-6766. (TFN)**Salesman Wanted**Guaranteed \$24,000 per year. Apply in
writing to Colombo Industries, 1970 Newport
Blvd., Costa Mesa, Ca. 92627. (714)
646-2270. (29/3x)YAMAHA expansion chamber, \$25 to
\$30. Silencers & spark arresters available.
(714) 838-2902. (23/12x)**Japanese Truck**1972 1/2 Ford Courier, cabover camper shell,
mag wheels, 13,000 miles, excellent cond.,
used for hauling bikes, \$2145.00. (213)
833-0419. (TFN)'73 GREEVES GRIFFON, \$700.00. '71
HONDA SL-100, race ready, \$250.00. Size 7
Bell Star. Size 30 leathers, Size 8 Hallman
boots. After 6:00 p.m. (213) 644-3926.
(30/2x)1972 SUZUKI 400, clean, fast,
dependable, \$495. (213) 973-0436 or
830-4678. (30/2x)'69 XR7 COUGAR, 428 high performance
eng. Posi-traction rear end, power disc brakes
& steering. AM & FM stereo, tilt wheel, Mich.
Radials. Must see, \$2100.00. (213) 365-3172,
eve. (805) 259-5249. (30/2x)**2 Mini Enduros**'71 & '72 Yamaha Mini Enduros, both
modified & in excellent cond. \$200.00 &
\$225.00. Days (213) 365-3172, eves. (805)
259-5249. (30/2x)**Assistant Parts Manager**We are now taking applications for a qualified
Honda parts man or woman. Full time,
medical and life benefits, paid vacation,
excellent working conditions. Contact Ron
Jackson, Honda of Santa Ana, 301 W. Warner,
Santa Ana, California 92707. (30/4x)**Pacific Customs Plastic Tanks**Was \$49.95, SALE price \$28.95 at PJs. Any
size or color. Call (213) 545-0051. (TFN)NEW '73 BAJA, \$595.00. New TX125,
\$495.00. Harley Davidson of Inglewood.
(213) 671-7609. (30/2x)**Mean Muther**'73 TM 250, street legal, super cherry. Must
see, \$700 firm. Days (714) 884-6831, eves.
(714) 883-9879. (30/4x)**Wanted**Parts personnel, male or female. Also
salesman and bookkeeper for
Honda/Kawasaki agency. Top pay for top
personnel. Contact William Steiner for appt.
Roy's Motorcycles (714) 531-0742. (TFN)**New Husqvarnas & Pentons**In stock now. Valerian's Two Cycle City,
Ltd., 10673 W. Pico Blvd., Los Angeles, Ca.
90064. (213) 475-4541. (TFN)**Mechanic Wanted**For Suzuki & BMW. Must be experienced.
Also partsman, 19735 E. Garvey Ave., El
Monte, Calif. 91733. (213) 579-2360. (30/2x)1970 YAMAHA 175cc. 21" FRONT
WHEEL, fork brace, fork kit. Filtron, plastic
fenders, desert pegs and more. Fast, excellent
condition, \$325. (213) 675-4164. (30/2x)**Manager-Investor Wanted**Large Arizona retail cycle shop and
multi-state distributorship. \$50,000 minimum
investment. HDC, 2628 E. Aire Libres,
Phoenix, AZ. 85032. (30/2x)**Super TM 400 Suzuki**Lowered frame, heavy flywheel, Girling
shocks, factory barrel, alloy tank, front P.P.
fender, rear CZ fender, Akronts. This bike is
fast & handles like C.Z. Moving, must sell,
\$650.00. (213) 371-0288. (30/2x)1970 - DT1. All the trick parts, \$900.00
invested, sell, \$350.00. (714) 338-1374.
(30/2x)**Honda Parts**Dealer stock, closeout sale. Cycle Products
West, (213) 473-7996 or (213) 477-0997.
(30/2x)'70 GREEVES 250 FOR SALE. \$450 or
best offer or trade for new Honda Trial 90.
(213) 867-6193. (30/2x)Paneling * Insulating *
Carpeting * Speakers * Swivel Seats *
Port Holes * Ice Box * Cabinets *
Beds * Wet Bars * Light Shows *
Or Whatever * In Your Van**Honda 500cc Twin**Kitted 1970 CB-450. Clean, powerful, fast,
dependable. Low bars, new tires, \$485. Bus.
(213) 838-313, Res. (213) 545-5815. (29/3x)**Montesa VR's In Stock**Competition Service, Inc. (213) 547-2203.
(TFN)**'70 1/2 Husky 400cc**Exlnt. cond., ridden only 6 months, extras,
\$675. (213) 843-0331. (30/2x)1973 YAMAHA 250 DT3. LESS THAN
300 miles, showroom condition. Many extras
including ramp rack with lights. All only
\$700.00. (805) 968-1834. (30/2x)NEW '72 400cc CZ, HAVE A FEW LEFT.
SHIP ANYWHERE IN THE UNITED
STATES, \$1099. (213) 772-1647. (TFN)1972, 250 MX ENGINE for sale, Yamaha.
Call a.m. (213) 868-7211 to see. (30/2x)**1971 Maico 250**One owner, excellent condition, little usage,
dirt bike. Call owner at (213) 872-0336 or
374-4107. \$550.00. (31/2x)**'73 Bultaco 250**1973 Bultaco 250. Bought in October,
moving forces sale, \$900.00. Serious inquiries
only. Call for all info. Registered w/B.L.M.
(213) 638-8971. (31)**'71 1/2 AJS Stormer**250 MX set up for MX by J. Malone,
excellent condition, Mikuni, Akronts, pipe,
etc. Many, many extras, must see, \$575.00.
(714) 673-3048. (31)'73 YAMAHA 100 MX. BETTER than
new, trick, ported, light, very fast and
reliable, extras, \$395. BULTACO ALPINA -
Sherpa T frame, excellent, \$50. (213)
378-9698. (31)'69 YAMAHA 125-MX WITH PLASTIC gas
tank, fenders. Rebuilt engine, new tires, good
condition, \$395.00. (213) 361-8859, ask for
Bob. (31)**Super Sac. '72, 400 CZ \$800**Sunburst head, alloy tank, Mikuni carb., new
Honda rims with 8 gauge spokes, Magura
levers, Tommaselli throttle, raced very little,
xint't. condition. (714) 536-6880. (31)**2 Stroke Mechanics**Very modern and well equipped shop
including dyno & boring machine needs well
trained mechanics. Horizons Unlimited,
22726 Ventura Blvd., Woodland Hills. (213)
340-2191. (31)**Experienced Parts Man**Long Beach Honda, 5105 Atlantic, Long
Beach, Ca. (213) 423-1433. (31)**Parts Counter Person**Experienced parts person needed. Top pay &
benefits. In Orange County. Phone for appt.
Tri City Cycle Center (714) 821-4710. (TFN)**'72 Husqvarna 250 MI**Hardly ridden - absolutely perfect cond.
Ports polished, Rahm fenders, bars, tires,
Filtron, fork seals, and Konis. Going to
college - must sell, \$725 or best. (213)
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Gas Tanks**1973 Yamaha MX 3 1/4, \$60.00 tank available
for the following: Bultaco, Husky, Ossa,
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(213) 337-6343. (31)**Bike Rider**18 yr. old or over needed to work for a
delivery service. Work will be in the
downtown L.A. area. Apply at Crest Delivery
Service, 2112 S. Grand, Los Angeles. (213)
749-9183. (31)**Wanted**Service Manager for Yamaha dealership. Good
benefits. (213) 635-8058. (TFN)**Mechanic - Experienced**Long Beach Honda, 5105 Atlantic, Long
Beach, Ca. (213) 423-1433. (31)**'72 Hondas SL 125, SL 70**Like new, belonged to wife and daughter,
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Modernized older home w/fireplace. Ride
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Good layout for M.C. club. Pinon Hills, Phil
Penn, 8 to 5 (213) 449-4300, X79,
(31/EOI/2x)**"A Real Steal Penton" 125**1971 1/2 Penton 125 MX. Akronts front & rear,
Petty's, Filtron, new back tire, fiberglass tank,
excellent bike for anything - Enduros,
Desert, MX. Never raced. Ask for Fred or
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barrel and all the super trick goodies,
including lowered frame. Phone (714)
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through, sharp, \$300.00. (213) 325-3196.
(31)

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You name it, we have — all models. (213) 896-6209. (31/3x)

1971 MONTESA 125 CAPPRA. Plastic MX tank, Pettys, Reed, Mikuni, porting, pipe, much more, super fast, excellent condition, \$425. (714) 987-4151. (31)

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Husqvarna 250, '71 1/2, showroom fresh, plastic & alum. fenders, Filtron, OHV, tires, tools, book, new top end. Must sell quickly, \$595/offer. (213) 696-1991. (31)

Yamaha 125 MX

Runs perfect, many extras. \$295 or best offer. (714) 827-8979. (31)

PURSANG 250, excellent condition, must sell, \$599. After 6 p.m. (714) 526-4754. (31)

'70 Hodaka Super Rat

Webco head, P.P. fenders, 21" front tire, MX pegs, custom built seat, down pipe, Yamaha tank. \$325 or best offer. (213) 276-6747. (31)

'71 1/2 CZ 125

Ported, Mikuni, plastic tank & fenders, Filtron, new shift shaft, piston & rings, new rear rim with H-D spokes, Magura throttle, Konis, \$500.00. Ph. (714) 638-8798. (31)

'72 OSSA 175 STILETTO prototype with Conical hubs. Utterly reliable, absolutely faster than stock 250 Ossa. \$495 or trade for Honda XL 250. Eves. (714) 689-8831. (31)

Koni Shocks

Most reliable shock made with 75 pounds or 88 pounds spring. Complete, \$48.95. Horizons Unlimited, 22726 Ventura Blvd., Woodland Hills, Calif. (213) 340-2191. (31/6x)

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Fast! Super clean, lots of extras, \$395. (213) 476-5410. (31)

'73 Husky 250 CR

Vesco tank, skid plate, less than 10 hrs. on bike, \$1100. (714) 658-8510 before 5. (31)

HARLEY BAJA has fresh engine, Okuda porting & Torque Eng. pipe. Includes EXTRA barrel, tires, pipes and more. \$350.00. Call John after 6 p.m. (213) 969-2341. (31)

250 YAMAHA MX 1973. Mint condition, Webco fork kit, Curnutts, plastic tank, Torque ported, flywheel weight, milled head, and much more, \$850. (213) 335-8329. (31)

'73 Yamaha MX 360

Xint. condition, 3 1/2 gal. tank, Diamond chain, Filtron, Cheng Shin, skid plate, race ready, \$900.00. (714) 593-4329 after 4:00 p.m. (31)

Super Sano '72 Yammie 250

Bought late in Oct. and stored for 5 months, Diamond chain, Uni's, ported, OHV, looks like new but runs better. Make offer. (714) 538-7670. (31)

Cleen Masheene

1971 Montesa 250 five speed. Immaculate, Curnutts, Maguras, Filtron. Very fast and reliable. Priced to sell. Must see to truly appreciate. Call (213) 828-2382 ask for Wil. (31)

'72 1/2 Husky 400 CR MX

Low miles, like new. Mikuni carb., Petty fend., Honda seals and more, \$1095.00. This old man bought himself too much motorcycle. (213) 248-1967. (31)

'71 Rickman 100

Excellent trail/racing bike, very reliable, good as new condition, many extras. \$400 or best offer. (213) 398-6822. (31)

Honda Elsinore

Everything you need. Diamond chain, Curnutts, Goodyear. Loads of spares, tires, chain, rings, plugs, factory prep. manual, I can't keep it, \$975. (714) 888-3362. (31)

Must sell '71 CZ 250

Super trick, no extra time for pleasure. Has been sitting in Competition Cycles for 6 months for sale. Must ride to be satisfied. Call after 5:00 p.m. (714) 492-0707. \$800/offer. (31)

1972 CZ 250

Excellent condition, Akront rims, glass tank, big carburetor, Koni shocks and many extras. Must sell! \$700.00. Will deliver. Call (805) 736-6543 before 6:00 Tuesday thru Saturday. (805) 736-7019 anytime after 6:00. (31)

**1972 Radial-Fin CZ 400**

Nickel plated frame, new chrome downpipe, new D.I.D. rims w/heavy duty spokes, new CZ bars, new Barum 500x18 "6 Days", new Koni shocks w/Girling 88 springs, Mikuni 34mm carb., Sunburst high compression head, yellow plastic tank, stock tank w/special paint, lever covers, plastic fenders F&R. Spare parts include: Filtron w/screen, air box, handlebars, levers, stock yellow tank, 3 gas caps, Jikov carb. w/jets, new 450x18 Cheng Shin, stock rims, spokes & nipples, chain & Masterlinks, stock shocks, number plates, 2 adjustable stands, sprockets, clutch springs, plugs, points, condensers, rim lock, tank mount, many misc. nuts, bolts, washers & O-rings, and spare brake rod, spare cables. \$1000 firm. Call after 5:00 M-F. (213) 835-0638. (31)

'72 1/2 Mettco Penton 125

Ported and pipe by Mettco. Konis, Rahm fenders, trick tank and seat, Diamond chain, Akronts X4, Trelleborgs, fresh engine and bore, \$850.00. (714) 795-5341. (31)

'71" DT1 Yamaha MX

DT2 top end, lowering kit, plastic fender, plastic tank, 34mm Mikuni with ported piston, \$500.00 or best offer. Call (213) 830-7495. (31)

I Need Roadracing Brakes!

Wanted: complete front brake (Fontana preferred) suitable for roadracing/street use. Will also consider disc setup. Serious offers only, please. (808) 261-1541. (31)

Super Sacrifice '72, 250 CZ

Must sell. Going into the service. This bike is fast and reliable. Has Akronts, Buchanan spokes, Mikuni, Petty fenders, Curnutt shocks, Honda seals, bash plate and tools. \$700 or make offer, can finance. (714) 792-2364. (31)



'72 CZ 250. SUPER NICE, many extras. \$750 or offer. (805) 527-8793. (31)

CARABELA 125 MX. 1 1/2 MONTHS OLD, Uni-levers, Barum tires, super new. The bike really shines, fast too! Many extras. Ask \$600.00. (213) 861-4675. (31)

125 PENTON '72, excellent condition, must see, \$650. (213) 346-1417. (31)

'72 CZ 250

Like new, never raced, Mikuni, Curnutts, up pipe, skid plate. \$850.00 or lower. (213) 846-3575, after 5. (31)

George Steiner

Happy anniversary to the best husband and mechanic a powderpuff ever had. Love, Anne (31)

NEW TA 125 Yamaha, \$1200 or partial trade for TD2B. (213) 641-0860. (31)

RICKMAN CZ 250, 215 LBS., PETTYS, custom paint, Uni levers, 3.00 and 4.75 Barums, Birt chamber, Curnutts, '71 1/2 Rickman frame, new rims, new chain, new engine, Cerianis, never raced, very cherry cond. Must sell, \$695. Gary (213) 862-2879. (31)

'72 1/2 TM400, very good condition, extras, \$600/offer or trade. (213) 826-7953. (31)

Two Choice Bultacos

1973, 125 Pursang, excellent condition. Ported by Bay Area with many extras, \$745.00. Also 1972, 125 Pursang, ported by John's Racing Cycle with extras, \$595.00. (714) 595-3551. (31)

'70 BULTACO Pursang, cherry condition, fast & reliable, \$500. (213) 286-3924. (31)

Service Manager — Experienced

San Fernando Valley shop. TOP salary, commission & benefits for right man. Submit resume to: Cycle News, Box 498 Dept. S, Long Beach, Calif. 90801. (31/2x)

Maico 6-Speed 125 MX

Fast, reliable, and in very good condition, \$495.00. Extra 5-speed basket engine, \$75.00. Call (415) 527-2401 days, or (415) 841-9439 eves. (31)

Free Helmet

with purchase of '73 Wombat, \$475. Also have 3 rail trailer, \$100. Both xint. with extras. Aircraft clock, \$25. Bell (7), \$15. Call (213) 344-2528. (31/2x)

1972 YAMAHA 250 MX. Extras, ported, new engine, mint condition, \$650.00. (805) 251-0060. (31)

'71 1/2 SUZUKI 125 — M.X. or desert ready, many extra parts. Only \$375.00! (213) 472-0708. (31)

'71 Yamaha 250 MX \$400

Good cond., clean, runs great, xtras. Call (805) 251-1641. (31)

TT BULTACO PURSANG. Professionally built & ported motor, 36mm carb., Champion tank, solo seat & pad, K-70's, fast and priced to sell. (408) 449-2832. (31)

Look 125 Yamaha Enduro

'72, damaged in shipping, runs perfect. Bars bent, rear frame loop bent, \$150.00 firm. (213) 671-9190. (31)

400 Husky Fast & Light

'70, 4-speed cut frame — 2 tanks (alloy MX), 350x21 Skyway, Filtron, skid plate, factory plastic fenders, tools & extra parts, excellent cond. \$775.00 firm. (213) 764-0538. (31)

'72 Husky 250 Sale Or Trade

5 sp. lightened, set up, \$795 or trade for DT3 MX. Riverside (714) 689-1968. (31)

'72 HUSKY 250 CR, excellent condition, extras, \$750. (714) 689-8831. (31)

1973 YAMAHA 500 SC MX, extras, \$825.00. 1973 Yamaha 250 MX, \$725.00. (714) 492-5635. (31)

'72 Yamaha 250 MX

Completely rebuilt with enduro's cylinder and piston. Ported 1/2 MX specs, Girlings, Filtron, Skyway S/A, desert tank, \$725.00. Purchasing new '74. (213) 391-5876. (31)

Genuine ISDT JAWA 250cc new, only 2 in stock. Also slightly used 2, 400cc, '72. Get the winner for the upcoming ISDT. Will ship anywhere in United States. South Bay Motorcycle, 2001 Artesia Blvd., Redondo Beach, Ca. 90278. (213) 379-3344 or (213) 772-1647. (29/3x)

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Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

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Wanted Honda and/or Kawasaki mechanic. Experienced mandatory. Top pay & benefits. In Orange County. Phone for appt. Tri City Cycle Center (714) 821-4710. (TFN)

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MUST SELL — DIVORCE RIPPED ME OFF. MAKE OFFER. BIKE IN BETTER THAN EXCELLENT CONDITION. HURRY!! NEED MONEY! DESPERATE! AFTER 6:00 (714) 956-3288. (TFN)

Monark For Sale

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1973 SL 70 Honda MX

Custom pipe, 16" knobbies, "Uni" levers, lengthened swing arm, Preston Petty, \$275. (213) 666-8502. (31)

Almost New Yamaha 250 MX

Lowered frame, bought new in '72, ridden 12 hours, must see to believe, \$550. (213) 282-9664. (31)

1972 MINI ENDURO — JT-2 — 70 h.p. Equipped street legal, low mileage, very clean, \$200. (213) 630-6522. (31)

Maico 250 Check It Out

Akronts, heavy spokes, narrow tank, 400 sidecover, Wheelsmith brake, Koni shocks, Diamond chain, unbreakable fenders, ports — polished/matched, custom pipe, just relieved with stock piston. (213) 928-2369. (31)

'73 CZ AKRONTs, MIKUNI, Vesco MX tank, silencer, more. Cherry cond., but I'm out of patience. Sigh. \$1,200. (209) 935-0333. (31)

'72 MAICO 501 MX, xtras. must sell, \$1,000. Ask for Dan (213) 442-0123, Ext. 560. (31)

1973, 250 Yamaha MX

Like brand new, less than 20 hrs. riding time, \$800.00. Call (714) 826-9413. (31)

Wanted Honda Trail 90

Must be in excellent condition, prefer newer 8 speed model, but will consider others. Please call: (714) 270-1120 or (714) 453-5357. (31)

BSA Victor 441

21 in. Akront, Ceriani forks, recently rebuilt, fast! \$350.00. (213) 328-1682. (31)

Super Clean Husky

'72 Husky 450 WR, excellent condition, Ram fenders, A&A air cleaner, Honda fork seals, MX tank & stock desert tank, Skyway silencer, never raced, \$1250. (213) 889-4327. (31)

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Over \$1,100 invested, very fast, must sell quick! \$425 firm. (213) 355-1229. (31)

1966 GREEVES 250, needs work, leaving town, \$50. (213) 393-5349. (31)

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Like new '72 OSSA 250cc Trials (M.A.R.), makes riding enjoyable whether trials or trail riding. It's a light, easy to maneuver 250cc, ready to go for only \$600.00, a giveaway. (805) 495-7157. (30/2x)

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can't find a manual or parts for my Triumph 500 side valve twin (fathead). Can you? If so, call Mike at (213) 474-7921. (30/3x)

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Wanted: Rokon Trailbreaker

and Mustang Trailbike. Any condition. Call with price (714) 270-1120 or 453-5357. (31)

RD 350 Yamaha

Cherry '73, 350 Yamaha, 2500 mi. Call between 6 p.m. & 6:30 p.m. (213) 632-1005. (31)

'73 Yammy 125 MX

New and cherry — 8 hrs, stock — \$495.00. (213) 287-7969. (31)

"72" PURSANG 125cc Bultaco. Has everything for motocross, \$550. (213) 372-7474. (31)

'66 BSA 441 MX, xtras, must sell, \$325. Ask for Dan (213) 442-0123, Ext. 560. (31)

XL-250 Honda Red Line

Featured in Dirt Rider Magazine, May 1973. 3/8 Stroker crank, Mikuni, head work by Long Beach Honda, rear disc brake, desert or enduro ready, \$1,600.00. Red Line Engineering (213) 886-1728. (31)

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Trail 90 engine only. Must be in excellent condition. I will buy complete bike if necessary. (714) 270-1120 or (714) 453-5357. (31)

'69 YAMAHA 250 ENDURO (DT-1). Excellent condition, top end rebuilt, new cables, high compression head, street accessories. Leaving, must sell cheap, \$275.00. (213) 651-0723. (31)

1966 SUZUKI 100cc dirt bike, \$150.00. Call Clint (213) 679-1663. (31)

'69 YAM. — 175. CURNUTTS, lengthened swing arm, big air cleaner, fork kit and more, \$275. (213) 338-0986. (31)

LOTS of Tohatsu parts for sale. Call Clint (213) 679-1663. (31)

1972 1/2, 250 CZ

Excellent, many extras, mechanically perfect, \$750. (213) 363-7925. (31)

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Brand new 350 Yamaha, water cooled. New 250 TD3 roadracers. Used 250 TD3 roadracers, used 250 TD2 roadracers, used 350 TR2 roadracers, used 350 TR3 roadracers. Many spare parts, new & used. Spare 250 engines, Spare 350 engines. Plenty of spare roadrace tires, Krober ignitions, 2—250 half-milers, 1—200 Yamaha production, 1—250 Suzuki production, 1—250 Yamaha production, Daytona seats. Call 8:30 to 5:00 (714) 465-9700 Dave Evans. (TFN)

Super Hunky's Personal Maicos

400 and 501cc. Absolutely trick and faster than a speeding bullet. Call for gory details and price. (213) 981-2317. (30/2x)

H-D Experienced Mechanic

Top pay and benefits. Harley-Davidson Long Beach, 3654 Long Beach Blvd., Long Beach, Calif. 90807. (213) 426-7101. (30/2x)

'72 1/2 Puch 175

Used 6 mo's. Looks and runs near new, \$500.00. (213) 365-7812. (30/2x)

'71 YAM. 175cc. Bassani pipe, Webco head, ported, \$400.00. (213) 285-7702. (30/2x)

400 Husky

Late '71 Husky, approx. 1,000 miles. Set-up for desert, dual ign., cut frame, 450 tire, Skyway, extra parts, A-1 cond., \$1000.00. Days (213) 365-3172, eves. (805) 259-5249. (30/2x)

EXPANSION CHAMBERS, all bikes, from \$25.00; silencers & spark arresters available. (714) 838-2902. (19/15x)

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Excellent opportunity for qualified man to manage Honda dealership shop. Salary guarantee. Full Medical & Life Insurance paid. Where the action is in smog free Mojave Desert. (714) 256-8938. (29/3x)

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We machine and install four double lip seals. GUARANTEED Mission Hills Motorcycles, 8730 Sepulveda Blvd., Sepulveda, Calif. 91343. (213) 785-4289. (TFN)

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Must be fully experienced. Call or write Harley-Davidson Yamaha L.A., Dick Hutchins, 2531 S. Main St., Los Angeles, California 90007. 1-(213) 749-6235. (TFN)

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1964 T-Bird, new paint job, Balboa Blue, new brakes, good tires, no body damage, mint condition, runs good, \$600.00. Will also trade for VW Camper or Bug. Call Mike after 5:30 p.m. (213) 435-1764. (TFN)

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SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

**Vesco Skinny Fat Tank**

Used on factory teams. Guaranteed. 3.5 gal. capacity. Fits Yamaha 250 & 360 (not '73 MX) — Suzuki 250 & 400 — all Huskys — Honda XL-250, all CZ's. \$49.95. (Calif. res. add 6%). Get order form from DON VESCO PRODUCTS, 7

WANT ADS

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Need experienced Service Mgr. for our well equipped shop. In Orange County. Call for appt. Tri City Cycle Center (714) 821-4710. (TFN)

Rickman 250

Super setup MXer — 36mm Mikuni, Bassani up pipe, Akront, engine like new, 3 gal. tank, Konis. Best offer over \$550 takes it by 7/1/73. Call (714) 892-8206. (TFN)

'72 1/2 Yamaha 100cc

Excellent condition. New rear knobby, new MX seat, desert pegs, Uni air cleaner, new piston & rings. "Fast". \$350. (714) 689-8469. (31)

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Limited production super bike. Features include 750cc V2 engine, chromed bores, shaft drive, Koni shocks, Borrani rims, electric start. A real ego booster capable of 140 M.P.H. Truly a hand-made precision machine. 2,700 on clock. Price \$2,000 or best offer. (714) 493-9790. (31/3x)

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Too fast for this fat old man. Has had only five gallons of gas run thru. (The bike, not the old man.) Has Mikuni and green stickie. \$1300. (714) 687-4228. (31)

First \$400 Cash

Takes super clean 125 CZ. Price includes Skyway, Mikuni, spec. tools, dealer parts/price manual and assorted spare parts. Ported, polished, stuffed — fast! (714) 689-0589. (31)

1972 BULTACO 125cc PURSANG, just rebuilt and fast...but I MUST sell, \$500.00. (714) 595-4075. (31)

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Mechanic with Sach's experience needed by North Texas' finest motorcycle dealer. Liberal pay and benefits. (214) 259-7656. (31)

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Showroom clean — very low mileage — see to appreciate, \$500. (213) 630-6522. (31)

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'71 Ossa 250 Pioneer

Top condition — fresh eng., new tire, chain, batt. Lowered frame, street legal, \$500. Call after 5:30 p.m. (213) 967-2540. (31)

LATE '72, 125 RICKMAN. Betors, Girlings, Petty front fender, great condition. \$600.00 or best offer. (213) 391-2826. (31)

1 — 1971, 400cc MAICO. PERFECT CONDITION, complete set up for racing. Must sell, leaving town, \$700.00. (805) 526-5257. (31)

HOD, 100 — 5 SPD, 24 Mikuni, st. cut gears, 19-18 wheels, Ceriani, Mavrick, \$195. (213) 596-3691. (31)

10 Races Old

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Super Specials

1972 Maico 250 MX, \$849. 1972 Montesa 250 MX's, new, \$975. 1972 Montesa 125 MX, \$450. 1973 Cota 123, new, \$795. 1973 Moto Guzzi 850, \$1989. Also in stock, Montesa VR's, Maico Radials, Monarks, DKWs, and the all new Dalesman MX. Competition Service, Inc., 1244 N. Gaffey, San Pedro, Ca. 90731. (213) 547-2203. (TFN)

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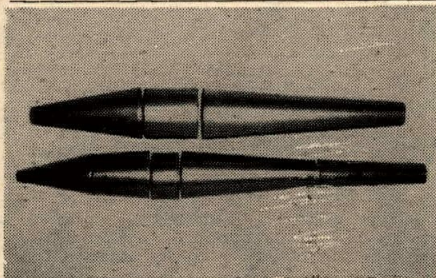
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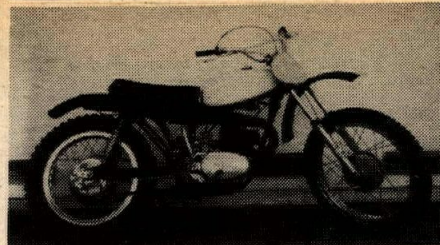
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Result: <i>Triumph 4th & 15th</i> | 15. The Santa Fe Short Track August 3
Result: |
| 4. The Dallas Road Race April 1
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| 5. The San Jose Half Mile May 20
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Result: |
| 6. The Atlanta Road Race June 1-3
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Result: |
| 7. The Louisville Half Mile June 9
Result: <i>Triumph 6th & 9th</i> | 19. The Indianapolis Mile August 25
Result: |
| 8. The Loudon Road Race June 15-17
Result: <i>Triumph 3rd, 9th, & 16th</i> | 20. The Talladega Road Race September 2
Result: |
| 9. The Columbus Half Mile June 24
Result: <i>Triumph 7th, & 10th</i> | 21. The Atlanta Mile September 9
Result: |
| 10. The San Jose Mile July 1 <i>Triumph 1st, 2nd, 4th, 13th, 14th, 15th, & 16th</i>
Result: | 22. The Charlotte Road Race September 14-16
Result: |
| 11. The Colorado Springs Mile July 7
Result: <i>Triumph 5th, 7th & 9th</i> | 23. The Ontario Road Race September 29-30
Result: |
| 12. The Castle Rock T.T. July 13-14
Result: <i>Triumph 1st, 3rd, 6th, 8th, & 9th</i> | 24. The Ascot Half Mile October 6
Result: |